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THIRTY-FOURTH
ANNUAL REPORT

OF THE
PRESIDENT AND DIRECTORS
TO THE
STOCKHOLDERS

OF THE
Baltimore and Ohio Railroad Company.



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REPORT

OF THE

President and Directors.

ANNUAL REPORT.

OFFICE OF THE

Baltimore & Ohio Railroad Company,

October 1st, 1860.

In accordance with the Charter, the President and Directors submit to the Stockholders of the Baltimore and Ohio Railroad Company, the *Thirty-fourth* Annual Report.

The increased crops of 1859, combined with the gradual improvement in the general business of the country, have developed, for the fiscal year, the largest aggregate result, in tonnage, obtained since the construction of the road.

The great capacity of the Atlantic lines has, throughout the year, continued to be largely in excess of the requirements of trade; and, consequently, the vigorous competition for traffic has caused rates for transportation to rule, generally, at a low standard. Notwithstanding these facts, the advantages of this Company in cheap fuel, and its ability for relative economy in working, have produced the largest net gain accomplished in its history,—a gain exhibiting the best return heretofore realized upon capital invested in any similar railway enterprise in America or Europe.

The large crops of the present season assure increased business, and the future, therefore, promises favorably.

The accompanying reports, from the Treasury, Transportation, Road and Machinery Departments, are full and interesting ; and the Board commend them, as calculated to repay careful examination.

I.—OF THE MAIN STEM.

The Liabilities and Assets of the Company are exhibited in the Treasurer's Statement A. The Revenue and Working Expenses are shown in Statement B.

The gross earnings of the Main Stem have been \$3,922,-202 94, presenting an increase of \$303,584 49 over the preceding year, and of \$65,717 15 over the fiscal year of 1858.

The expenses of working and keeping the road and machinery in repair, have amounted to \$1,616,615 61, being 41.21 per cent. upon the revenue,—exhibiting a decrease of 5.35 per cent. compared with the previous year, and of 24.42 per cent. compared with the fiscal year of 1858.

This continued important improvement in the relation of expenditures to revenue, results from economy of management. The reforms, to which reference was made in the last Annual Report, growing out of the thorough system of supervision of the expenditures of the Company, embracing the details of the entire service, have been carefully and successfully maintained.

As again interesting in this connection, and furnishing particulars of the reductions in expenses, the following analytic comparative statement is presented :—

MAIN STEM.

Comparative Statement of the REVENUE and WORKING EXPENSES for the fiscal years 1858, 1859 and 1860.

	1858.	1859.	1860.
REVENUE.....	\$3,856,485 79	\$3,618,618 45	\$3,922,202 94
General Expenses.....	\$34,685 45	\$28,481 65	\$32,730 08
Losses by Accidents, &c.....	21,357 89	7,664 71	4,766 81
Expenses of Transportation.....	662,222 48	533,487 03	480,467 26
Repairs of Railway.....	829,143 02	346,206 88	418,520 19
Repairs of Water Stations.....	11,677 90	7,249 99	5,087 64
Repairs of Depots.....	43,061 93	18,547 08	26,431 69
Repairs of Bridges.....	24,991 29	18,588 38	30,522 69
Repairs of Telegraph.....	3,413 87	2,277 70	2,798 75
Repairs of Stationary Machinery	38,310 84	24,543 84	25,809 37
Watching Cuts.....	32,873 30	30,765 59	29,421 80
Watching Tunnels.....	2,293 35	1,443 15	1,632 60
Watching Bridges.....	7,441 30	6,168 95	6,393 65
Pumping Water.....	10,357 18	9,917 33	6,782 70
Repairs of Locomotives.....	372,849 92	281,458 16	230,794 72
Repairs of Dump Cars	1,877 18	1,959 16	1,314 63
Repairs of Passenger Cars.....	52,213 06	49,308 50	38,088 71
Repairs of Burden Cars.....	194,088 44	179,798 64	151,843 31
Cleaning Engines and Cars.....	52,469 54	39,661 95	32,865 25
Contingent Expenses of Machinery Department.....	2,850 60	3,149 25	3,437 83
Fuel.....	97,684 03	73,517 36	73,878 17
Preparing Fuel and Filling Tenders.....	35,333 93	20,802 54	13,087 76
Repairs of Snow Plows.....	2 79		
	\$2,531,199 29	\$1,684,997 84	\$1,616,615 61

It is shown that, whilst the gross revenue, in comparison with the last fiscal year, has *increased* \$303,584 49, the working expenses have been *reduced* \$68,382 23,—making an increase of net profits, of the Main Stem, of \$371,966 72. As compared with the fiscal year 1858, (the increase of revenue being \$65,717 15 and the decrease of working expenses \$914,583 63) the increase of net profits amounts to \$980,300 83.

The Company has continued to make its purchases for cash, and is entirely free from floating debt.

By comparing the financial condition of the Company, presented at the close of the last fiscal year, it will be seen that the following payments have been made :

For increase of the Sinking Funds, exclusively by investments from the current net earnings, viz :—The Sinking Fund for the redemption of the City Loan, to \$712,846 36, being an increase of.....	\$41,231 60
For the redemption of the Mortgage Debts to \$568,555 06, being an increase of	155,333 33
For redemption of Ground Rents on Camden Station to \$74,-969 93, being an increase of.....	14,250 00
Aggregate increase of Sinking Funds.....	\$210,814 93
For Rolling Power:—Payment to Ross Winans for Locomotives, under contract assumed from the N. W. Va. R. R. Co.	28,480 00
For additional advances, under the agreement, after crediting all revenue received to the N. W. Va. R. R. Co. for payment of interest (including \$90,000 on the Bonds of that Company, guaranteed by the City of Baltimore,) and for expenditures in improving the condition of the Road, etc.,	285,359 51
For semi-annual Cash Dividend of 3 per cent. on the Capital Stock, on 9th November last.....	303,348 00
For semi-annual Cash Dividend of 3 per cent. on the Capital Stock, on the 13th April last.....	303,381 00
For Interest on the Dividend Bonds of 1862.....	233,119 80
Making	\$1,364,503 24
And the subjoined amount is held by the Treasurer for the payment of the remainder of the Interest on the Dividend Bonds of 1862.....	312,831 00
Exhibiting a Total of.....	\$1,677,334 24

In consequence of the improved condition of the North-western Virginia Railroad, and the greater economy in working, the advances to that Company have been reduced, as compared with the preceding year, \$36,171 04 ; and \$85,752 24 as compared with 1858.

The balance of cash in the Treasury, on the 30th of September, is \$550,867 12, after deducting \$165,000 for payment of Interest on the City Loan and the Bonds of the Company, which matures on this date. Included in this amount, is the sum reserved for the payment of Interest on the Bonds of 1862.

The Bills Receivable, and sum due from the Post Office Department for Mail service, amount to \$114,480 48, and the uncollected Revenue is \$370,225 62.

Statement C of the Treasurer presents the account of Profit and Loss.

After charging interest and ground rents for the twelve months, \$735,314 38 ; \$2,850 paid in compromise of suits of 1856 and 1858 ; \$3,380, bonus paid to the Directors of the Steamship Great Eastern, in arrangement for her visit to the vicinity of the harbor of Baltimore ; and \$2,191 27, a loss in settlement with the Western Telegraph Company ;—and crediting the dividends and rents received from the Washington Branch, the increments of the Sinking Funds, house rents paid into the Treasury, the difference in the amount of materials on hand in the Machinery Department, and the revenue, less all expenses,—the net gain is shown for the fiscal year, of \$1,834,569 25, being upwards of 18 per cent. on the Capital Stock. Charging additionally, as legitimately due for the fiscal year, \$181,983 60,—being one year's interest on the Dividend Bonds of 1862,—the remainder is \$1,652,585 65, being upwards of 16 per cent. on the Capital Stock ; and, deducting the entire interest on the Dividend Bonds for three years, accrued to the 1st June, 1860 (viz : \$545,950 80,) the remainder is \$1,288,618 45,—which still exhibits upwards of 12½ per cent. upon the Capital Stock.

The strong financial condition of the Company, enabling it to purchase all its supplies for cash, and to avoid any necessity for borrowing money, has caused a further reduction, in the sum paid for interest, of \$16,746 64, as compared with the preceding year, and of \$79,383 96, as compared with 1858.

After all deductions—including the semi-annual dividends, \$606,729, the extra dividend, \$3,033,060, and the entire interest accrued thereon, \$545,950 80,—the Profit and Loss account presents a surplus of \$3,741,146 36.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer D, E and F.

It will be seen by statement E, that the revenue for the year has amounted to \$462,880 44, exhibiting an increase of \$20,660 91 over the previous year. The working expenses have been \$173,042 33, being \$636 92 less than in 1859, and leaving net the sum of \$289,838 11, thus presenting, comparatively, an increased gain of \$21,297 83.

The ratio of expenses to revenue, for 1858, was $43\frac{1}{8}$ per cent. ; for 1859, 39.28 ; and, for the past year, 37.38 per cent.

The sums paid to the State of Maryland during the year, on account of the Capitation Tax, have been, viz :

For Tax on Passengers between Baltimore and Washington Junction, for the fiscal year	\$8,611 06
For Tax on Passengers between Washington Junction and Washington	69,210 89
	<hr/>
Making	\$77,821 95
Being 26.85 per cent. of the net earnings.	

A semi-annual dividend of $4\frac{1}{2}$ per cent. was paid in October, 1859, and the same in April last. A similar dividend for the past six months has been declared, payable on the 27th instant.

The Board were disappointed in not obtaining, during the last session, a law from Congress, authorizing connections between the Washington Branch and the important lines of railway which terminate in the vicinity of Washington, and communicate with the principal Southern cities. As much interest was manifested, by eminent members of the Senate and House of Representatives, in the success of this enterprise, and as such large interests, North and South, will be materially accommodated by the proposed improvements, the Board anticipate that the requisite power will be granted during the present year.

III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

Statement G of the Treasurer shows that the revenue of this road, for the fiscal year, has amounted to \$269,203 12 and the working expenses to \$194,586 65.

The exhibit is accompanied by the remark, that "In consequence of the incomplete condition of this road, considerable sums which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction,"—thus explaining the large ratio of working expenses.

The revenue is \$29,031 83 greater than for the previous year, whilst the comparative expenses have been reduced \$3,683 93. The net gain, as compared with 1859, is \$32,715 76, and, as compared with 1858, is \$79,865 20.

The ratio of working expenses to revenue, for 1858, was 102.12; for 1859, 82.55; and for the past year, 72.28 per cent.

The Report of the Master of Road presents the particulars of the expenditures in this Department. It will be observed that the outlays have been liberal, for strengthening and improving the road and bridges.

Under the arrangements made by the City of Baltimore with the Northwestern Virginia Railroad Company, the important work of arching the tunnels upon its line has been commenced. The largest and most difficult tunnels, (Nos. 1 and 6,) have been first undertaken. It is understood that the work will be prosecuted as rapidly as the means at the command of the Company will permit. In view of the value of this road to the commercial interests of the City, it is hoped that additional aid will be granted, so that this most desirable improvement can progress more rapidly.

GENERAL REMARKS.

The aggregate revenues, working expenses, and net results of the Main Stem, Washington Branch, and Northwestern Virginia Railroad, for the fiscal years, terminating respectively 30th September, 1859 and 1860, have been, viz:

REVENUE.	1859.	1860.	INCREASE OF REVENUE.
Main Stem.....	\$3,618,618 45	\$3,922,202 94	\$303,584 49
Washington Branch.....	442,219 53	462,880 44	20,660 91
Northwestern Va. R. R.....	240,171 29	269,203 12	29,031 83
	<u>\$4,301,009 27</u>	<u>\$4,654,286 50</u>	<u>\$353,277 23</u>

EXPENSES.	1859.	1860.	DECREASE OF EXPENSES.
Main Stem.....	\$1,684,997 84	\$1,616,615 61	\$68,382 23
Washington Branch.....	173,679 25	173,042 33	636 92
Northwestern Va. R. R.....	198,270 58	194,586 65	3,683 93
	<u>\$2,056,947 67</u>	<u>\$1,984,244 59</u>	<u>\$72,703 08</u>
Total increase of Gross Revenue.....			\$353,277 23
“ decrease of Working Expenses.....			72,703 08
			<u>\$425,980 31</u>

An aggregate reduction is shown of \$72,703 08 in working expenses, compared with the preceding year, although the large additional traffic has improved the revenue \$353,277 23, making an increased net gain of \$425,980 31. The same comparison with 1858, exhibits an increase of gross revenue of \$80,373 73, and a reduction in working expenses of \$1,002,661 13, presenting an increased net gain of \$1,083,034 86.

The Report of the Master of Transportation embraces much valuable information.

The careful cultivation of the local trade continues to effect favorable results. The charges upon way traffic have been arranged at rates materially under the average tariffs of other roads; and the Board have the satisfaction of witnessing a marked development of business, population, and prosperity, in the sections of Maryland and Virginia traversed by the road and its branches.

The number of tons hauled, on Main Stem, in 1859, was 882,076, whilst during the past year, the aggregate is 1,005,837 tons. The largest tonnage in any former year was in 1857, viz: 895,401 tons. The excess of tonnage for the past year, over any previous year, is therefore 110,436 tons.

The tonnage between Baltimore and the Ohio River also proves to be greater than during any previous year.

The quantity of Bituminous Coal, paying freight, transported during the year, has been 427,793 tons,—an increase compared with 1859, of 84,064 tons, and compared with 1858, of 94,996 tons. The deliveries of coal at Baltimore exceed those of the preceding year 23½ per cent. The

revenue from Coal for the year has been \$1,093,195 84, being \$258,814 89 more than in 1859.

The demonstrated economy of the use of this excellent fuel by Northern Railroads, and for steam purposes generally, adds constantly to the demand.

The shipments of Cotton for the markets of Europe, and the Atlantic coast, have been made, until recently, via New Orleans. In 1859, 6,888 bales sought the Baltimore and Ohio route; and during the past year, these shipments have swelled to 14,182 bales. The geographical relations of Tennessee, North Mississippi, Arkansas, and of their leading original mart, Memphis, point to the Mississippi and Ohio Rivers for economical transit.

A desirable outlet is offered for this extensive trade via Parkersburg, in view of its advantageous location on the Ohio River, nearly 200 miles south of Pittsburgh. If proper facilities for export be afforded from Baltimore, large shipments of Cotton will be attracted via this port.

The increase of Passenger receipts, on the Main Stem, for the year, has been \$7,528 15,—being a much less proportion than for freight.

The Road and Machinery, being in further improved and excellent condition, it is designed to effect, at an early period, more rapid and perfect connections, by which it is expected a large increase of through travel will be secured.

The organization for the promotion and accommodation of way travel, will, it is hoped, be also beneficial.

The salubrious climate, and beautiful country among the highlands of Western Maryland, have elicited much attention during the past season; but the absence of adequate hotel accommodations has materially checked the tendency to seek these Glades for summer homes. Arrangements are being made for additional hotels; and a large population, from the South, West and East, will probably hereafter select this singularly picturesque and attractive region, for summer resort. A considerable increase of local travel may be anticipated from this source.

The favorable results, arising from the careful administra-

tion of the affairs of his Department, have been such, as to again make proper this recognition, by the Board, of the faithful services of the Master of Transportation, Mr. W. P. SMITH.

Full particulars of the expenditures of the Road Department,—of the permanent improvements constructed during the year, and of the condition of the bridges, tunnels, and track, on the Main Stem and branches,—are presented in the Report of the Master of Road.

Liberal outlays have been made in improving the road ;—the expenditures for repairs of railway, on the Main Stem, having been \$418,520 19, being \$72,313 31 more than for the preceding year. 6,932 tons of new iron have been used, re-laying $73\frac{3}{4}$ miles of track. Large and superior white oak cross-ties have been selected, and 181,982 have been placed in the track during the year.

The Tarpeian Rock has been removed, and the tracks connected west of Ellicott's Mills,—thus perfecting the line of double track to Marriottsville, and facilitating and adding security to the movement of trains.

A great improvement has been made on the 40th section of the road, at a cost of \$6,500. A new line, with an improved grade, and a single curve of 1,520 feet radius, has been substituted for the line used for some years, which contained three curves, of but 300 feet radius.

The amount charged to repairs of bridges (\$30,522 69,) is largely in excess of the preceding year. The increase arises from desirable and permanent improvements. New and substantial abutments have been built for the bridges at Piles' Fork and Cherry Run. At the latter stream, a strong double-track iron bridge has replaced the culvert, which had caused occasional difficulties during periods of high water.

The wooden structure over the South Branch of the Potomac, (which was erected when the road was built,) has been regarded as possibly not sufficiently strong for the increasing and prospective business of the road. In pursuit of the fixed policy of the Company, to insure safety, an improved iron suspension bridge is now being substi-

stituted. New abutments have been constructed, of solid masonry, with dressed granite facings. The iron work has been prepared by the Machinery Department, at the Company's shops at Mount Clare, at the cost of \$11,772; and, although the structure has not yet been placed upon the road, the amount has been charged to the account of Repairs of Bridges for the past year.

The strength and reliability of the road have been subjected to extraordinary tests. Two of the greatest freshets, known since 1852, occurred in the Patapsco, Potomac, and Ohio rivers, during the past Spring; and, notwithstanding their generally destructive character, the damage to the road was so slight, as to interfere with its business but for a few hours.

The following remarks of the Master of Road appear to be fully justified by the experience of the Company:—"Our road has now attained a condition to challenge comparison with any other line in the country. Our tracks are in fine order; our ballasting and cross-ties have been steadily improved; our tunnels give continued evidence of durability; and our iron and other bridges are strong and reliable."

The Board desire to acknowledge the energy and ability displayed by the Master of Road, MR. JOHN L. WILSON, and his Assistants, in the performance of the arduous duties of their Department.

The comparative results and statistics, presented in the Report of the Master of Machinery, are very striking and satisfactory. The entire equipment of locomotives and cars has been decidedly improved, and made so effective as to transact the large business of the Company, with unfailing regularity and despatch. Whilst the large increase of business has been so successfully performed, and the equipment thoroughly maintained and improved, it will be noted that the aggregate reduction, in the expenses of the Department, amounts to \$118,207 96.

MR. THATCHER PERKINS entered upon his duties, as Master of Machinery, on 1st December last; and to his vigilance,

ability, and careful management, the Company is largely indebted for these excellent results.

The economy of burning Coal in engines, both in the Passenger and Freight service, continues to demonstrate the immense advantage possessed by this Company in cost of fuel, compared with the competing Atlantic Lines. The principal contract for Coal, delivered on the cars of the Company at Piedmont, has been made at 59 cents per ton of 2,240 lbs. The entire cost of fuel on the Main Stem, (including its preparation and filling tenders,) for the fiscal year, has been \$86,965 93, being \$7,353 97 less than for the preceding year.

The extension of the structures, and the proper enclosure of Camden Station, continue to be desirable. As these improvements would materially benefit property in the vicinity, and add to the convenience, safety, and accommodation of the public, as well as facilitate the business of the Company, the Board trust that the municipal authorities will grant, at an early day, power to so arrange the streets, connected with the property, as to effect the objects proposed.

The Board regret that the Act passed by the Legislature of Virginia at its last session, authorizing a bridge over the Ohio river, near Wheeling, is of such a character as will prevent the Baltimore and Ohio Company from having any connection with the enterprise. It is hoped the charter will be so modified as to admit of the co-operation of this Company.

The views and action of the Board, regarding the early establishment of a line of steamships for European trade, are presented in their proceedings, marked No. 1 in the Appendix to this report. It is expected that this important enterprise will be accomplished during the next twelve months.

The gradual improvement of our Western associate lines, in condition and connections, is leading to an increased interchange of traffic,—the details of which are presented in the Report of the Master of Transportation.

The Pittsburgh and Connellsville Road, by which a con-

nection will be formed from Cumberland to Pittsburgh, is a line of much promise and interest.

A communication from B. H. LATROBE, Esq., President of that Company, which furnishes full information in regard to the condition and prospects of this work, is presented in the Appendix, marked No. 2.

The more direct and intimate relations, and extensive business with the important City of Pittsburgh, which the opening of this route would control, induce the hope that arrangements may be accomplished, at an early date, to insure its completion.

It is not proper to close the report for this year, without alluding to the condition of the dividend declared by this Company on the 17th December, 1856. The extraordinary opposition made to the legitimate discharge of the plain duty of this Company, in paying the dividend regularly and legitimately set apart from the profits of the Company, has attracted much remark.

It has been a source of regret that the State of Maryland suffered, for a season, its high authority to be used in sustaining this opposition, and that the City of Baltimore also lent its sanction to the same antagonism. But it is now believed that State and City, in acting against this Company, were governed less by a deliberate judgment, than by a mistaken opinion, which was founded upon prejudiced statements. All that this Company ever desired was, that the State and City should, for themselves, examine the real merits of the dividend controversy, being satisfied that, when this was done, the path of duty for the public authorities would be clear.

The Board congratulate the Stockholders that this examination was entered upon, and that, as soon as the merits of the case were understood, candor and duty alike required both State and City to withdraw at once from their position of antagonism. That position ought never to have been assumed. There should be no antagonism between the State and City and this Company. It was by the exercise of the power of the State that this corporation came into being.

It was by the aid of the State and City that the progress of the road was greatly assisted ; whilst the energy and courage of their own citizens achieved the commencement and completion of the great work. It was by this road, in its turn, however, that the State received the impetus and large prosperity, which have made its condition as sound and healthful as that of any of the Atlantic States ; and it has been this road which has mainly contributed to make the City of Baltimore the great and flourishing community which it now is. The course appears, therefore, singular for the State and City to have loaned the aid of their names to proceedings, the only effect of which was to embarrass the Company, and to affect injuriously, although temporarily, its character and management in public estimation.

It is gratifying, however, to note, that the State and City have not only withdrawn from their position, but are most cordial and earnest in maintaining the legality and propriety of the dividend.

The contestants remaining are only several individual suitors, who are citizens of other States, representing a few shares of stock, recently purchased, apparently for the purpose of litigation, who have sought to restrain the payment of the dividend, by bill filed in the Circuit Court of the United States, and in the Circuit Court for Baltimore City. At the meeting of the Board, held on the 12th September last, the President took occasion to analyze the exact nature of the interests which were represented by the complainants in those suits, and to indicate his purpose (which was approved by the Board) to meet the cases made by them, without delay and without compromise. These suits are as yet undecided ; but every confidence is felt, as the accuracy and integrity of their accounts have been demonstrated, that the result will vindicate the original action of the Company, in the declaration of the dividend of 17th December, 1856, and finally determine the tedious litigation to which it has been subjected.

In order to present the magnitude of the interest of the State of Maryland and the City of Baltimore, in the success-

ful management of the Company, the following statement is presented of the payments to each, during the fiscal year, viz:—

TO CITY OF BALTIMORE:

Extra dividend (principal).....	\$1,050,000 00
Interest thereon to 1st June, 1860, (3 years,)...	189,000 00
Dividends upon Main Stem Stock, \$3,500,000, (6 per cent.).....	210,000 00
Tax on bonds, indemnified from taxation.....	472 11
Interest on Five Million Loan, (paid quarterly,)	300,000 00
	<hr/> \$1,749,472 11

TO STATE OF MARYLAND:

Extra dividend (principal).....	\$205,680 00
Interest thereon to 1st June, 1860, (3 years,)...	37,022 40
Dividends on \$685,600, Main Stem Stock, (6 per cent.)	41,136 00
Dividends on \$550,000, Washington Branch Road stock, (9 per cent.).....	49,500 00
Tax on passengers between Washington City and Washington Junction.....	69,210 89
Tax on passengers between Washington Junction and Baltimore.....	8,611 06
Interest and tax on sterling bonds.....	180,084 27
	<hr/> 591,244 62
Making	<hr/> \$2,340,716 73

To the City, exclusive of the extra dividend, \$510,000 are now paid annually for regular interest and dividends on her investments in the road, and the principal and interest on the extra dividend amounted to \$1,239,000.

The aggregate of interest, tax on passengers on the Washington road, and dividends paid the State, has been \$591,244,62. Embracing the interest hereafter to be paid on the dividend bonds of 1862, the regular payment of dividends and interest will exceed \$360,000 per year. Every tax-payer, therefore, of the State and of the City, has a direct and important interest in the effective and successful administration of the affairs of the Company.

The appreciation of these facts has led to great unanimity and co-operation among the respective representations in the Directory, and it is trusted will, for the future, induce the maintenance of the most harmonious relations.

The progress of the Sinking Funds, for the past five years, is presented in the subjoined statement :

SINKING FUNDS *from 1st October, 1856, to 30th September, 1860, (five years)*
viz :

Totals of the three Sinking Funds for the five years from 1st October, 1856, to 30th September, 1860.		SINKING FUND FOR THE REDEMPTION OF THE			
			Five Million Loan.	Mortgage Debts.	Ground Rents on Camden Station.
1856.....	\$489,086 17	1856.....	\$442,144 51	\$20,000 00	\$26,941 66
1857.....	683,754 41	1857.....	510,979 42	137,333 33	35,441 66
1858.....	937,284 13	1858.....	619,675 81	270,666 66	46,941 66
1859.....	1,145,556 42	1859.....	671,614 76	413,221 73	60,719 93
1860.....	1,356,371 35	1860.....	712,846 36	568,555 06	74,969 93

The increase from \$489,086 17 in 1856 to \$1,356,371 35 in 1860, proves the system adopted by the Company to be successful. In addition to the accretions from the interest on the investments held in the Sinking Funds, it will be recollected that, under the resolution adopted on the 17th December, 1856, \$113,333 33 are to be annually appropriated to the reduction of the mortgage debts, and \$6,000 are also to be invested for the redemption of ground rents on Camden Station. Upwards of \$200,000 per year are now withdrawn from the current earnings, for the purchase of the mortgage bonds and indebtedness of the Company. Ample provision is thus wisely made for the payment of the entire funded debt.

Since the date of the foregoing Report, the injunction case in regard to the Extra Dividend, mentioned in it as pending before the Circuit Court of the United States, for the Maryland District, has been heard and decided. The argument, on both sides, was full, and the opinion of the Court most elaborate. It establishes the existence of an amount of net profits, more than sufficient for the dividend, and their

application to construction, under a pledge to return them to the Stockholders; and decides that the power to return such net profits, so used, cannot be questioned, since the decision of the Court of Appeals of Maryland, in regard to the Bond Dividend of 1846. The dividend, therefore, is sustained by this learned tribunal, on the very grounds of fact and law on which it was rested by the Board. The injunction to restrain the payment of the dividend was, in consequence, refused; and the Court, for reasons assigned by it, proceeded further to dismiss the bill, so that the suit is at an end.

The Company has since proceeded in the delivery of the Bonds of 1862, and in the payment, in full, of the entire amount of interest accrued.

By order of the Board,

JOHN W. GARRETT,

President.

APPENDIX No. 1.

STEAMSHIP LINE TO EUROPE.

At a meeting of the President and Directors of the Baltimore and Ohio Railroad Company, held at their office, Camden Station, on the 12th day of September, 1860, the President, MR. GARRETT, presented to the Board the following statement and proposition relative to the establishment of a line of Steamships to Europe.

In their last annual communication to the Stockholders of the Baltimore and Ohio Railroad Company, the Board may recollect the following remarks were made :

“The leading enterprise, essential and demanded to promote its commerce and prosperity, and give to the City of Baltimore the mercantile prominence to which its position and advantages entitle it, is the establishment of a line of steamships for European trade.

“Since the opening of the Baltimore and Ohio Road to the Ohio River, and the completion of its Western rail connections, the large supplies of agricultural products transported over the route, have furnished basis for the profitable employment of numerous steamers which regularly ply between Baltimore and the principal Northern and Southern cities upon the sea-board. These organizations have proved equally profitable to their proprietors, and favorable for the general interest. It is believed that a similar result awaits the important enterprise presented. With the extensive capacity proffered by the Baltimore and Ohio Road, and the comparatively low rates of freight to and from the great central regions of the West and Southwest, Baltimore offers superior attractions for direct trade with Europe. Whilst the proposed facilities would tend to strengthen and advance the interests of her citizens, especially those engaged in the import and export trade, there is little doubt the merchants of Cincinnati, Louisville, St. Louis, and other Western and Southwestern cities, would then select this as their most natural, desirable, and economical channel for foreign intercourse. It is hoped this subject will receive effective attention at an early period.”

The experience of each succeeding day produces more decided conviction of the propriety and necessity of the establishment of a line of steamships between this port and Europe.

Practical illustrations are of hourly occurrence, indicating the success that will attend the enterprise.

The disposition of the South, Southwest and West, is to use Baltimore as the entrepot, and the Baltimore and Ohio Railroad as the

main route for European commerce. The policy of this Company is such as to confirm this tendency, by making it a matter of clear economy and interest. What are the obvious inducements presented? On cotton, provisions, cereals, tobacco, and all heavy products, the rates of transportation to Baltimore are two dollars per ton less than the rates to New York. On the description of goods imported from Europe, the rates of freight from Baltimore vary according to classification, from \$2 to \$5 per ton less than from New York.

Whilst, therefore, the superior navigation of the Chesapeake is presented, our grand Bay indenting the Continent to a point the nearest and most convenient as the outlet for the agricultural treasures and commercial interchanges of the valleys of the Ohio and Mississippi, the demonstrated ability of the Baltimore and Ohio Road to transport at comparatively favorable charges, would ensure to the route a large trade, at rates that would thus prove more remunerating to steamships than the business *via* New York. The attractive and desirable character of the route would also secure emigrant and passenger traffic.

The fact that the bituminous coal of the Alleghany region has proved the most desirable for steamship use, is another advantageous feature. The Cunard, Galway and Pacific Lines are supplied by coals from Baltimore, transported over the Baltimore and Ohio Road.

In this important element of expense, a Baltimore line would command, on all eastward voyages, an advantage of the average difference of the coastwise freight and charges exceeding \$2 per ton.

Large importations are now made by Baltimore merchants through Boston and New York. This, with the business of the immediate South, would doubtless be promptly and cheerfully transferred to a reliable Baltimore line. As, therefore, such action is eminently due to the progress and commerce of our city—as it will doubtless contribute largely to the development of the resources of this Company, whilst affording decided promise as a direct remunerative investment,—with the belief, also, that merchants and capitalists are prepared to move vigorously in effecting the desired organization, I deem it proper to recommend to the Board for their adoption, the following resolution:

Resolved, That the subject of aid in establishing a line of steamships from Baltimore to a port or ports in Europe, be referred to the Committee of Finance, with power to assist said enterprise to the extent of \$50,000, in such form as they may deem judicious.

The proposition was received with great favor by the Board, and after addresses from Col. Nicholas, and other Directors, it was unanimously approved.

No. 2.

THE PITTSBURG & CONNELLSVILLE RAILROAD.

OFFICE OF THE
Pittsburg & Connellsville Railroad Co.

PITTSBURG, September 25, 1860.

JNO. W. GARRETT, Esq., *President B. & O. R. R. Co.*

DEAR SIR:—

I take pleasure in complying with your request that I would give you some account of the present condition and prospects of the Pittsburg and Connellsville Railroad, in which the Baltimore and Ohio Railroad Company must naturally feel a deep interest, not only as a considerable holder of the stock of this Road, but as the future recipient of the new trade and travel which its completion must bring to your great work at Cumberland. As the annual reports of this Company have informed you, there were 48 miles of the road opened in January, 1857, extending from Connellsville to Turtle Creek, where a junction was then made with the Pennsylvania Central Railroad, 12 miles from Pittsburg. This is still the entire extent of road in use, the gross revenue from which was, for the years ending November 1st, 1857-8-9, \$45,586, \$48,887, and \$57,838, respectively. For the present year, now just expiring, it will be about \$80,000. The increase of income, you will thus perceive, is encouraging, and has accelerated from year to year, as the improving influence of the road, upon the country intersected by it, is more and more felt. It would, however, have been much larger, but for the check upon its expansion by the depressed state of trade since the crisis of 1857, and

from which the country is but now beginning, decidedly, to recover. Another serious restriction upon the development of the business of the road, has been experienced in the want of an independent line into Pittsburg. Although the joint operations of the two roads have been carried on under an arrangement fair to both parties, and free from official embarrassments, yet for several reasons, the connection has operated greatly to the disadvantage of the Pittsburg and Connellsville Railroad. It being impossible, as you are well aware, in the state of feeling among capitalists towards railroad securities during the last three or four years, to command the means to carry the road through to Cumberland, the Company have confined their efforts to its extension into Pittsburg, which is now on the eve of being effected, and by which two and a-half miles of distance will be saved, the high grades of the corresponding part of the Pennsylvania Railroad avoided, detention from missing train connections obviated, and a great and rapid expansion of the business and revenue of the Pittsburg and Connellsville Railroad realized. The means of constructing this $10\frac{1}{2}$ miles of new road, have been obtained by the disposal of the Company's first mortgage bonds, specifically secured upon this part of the road, and issued in conformity with an ordinance of the City of Baltimore, waiving her prior lien thereon. When this work is completed, which is expected during the coming winter, (as the whole road is now nearly ready for the rails, for the supply of which, favorable terms have been made,) the length of road in use will be $58\frac{1}{2}$ miles, from Pittsburg to Connellsville—to which may be added a branch of $12\frac{1}{2}$ miles to Uniontown, built under another charter, by the citizens of that borough and its vicinity, making 71 miles in all, and commanding the trade and travel of one of the most fertile and improving parts of Western Pennsylvania. As a local road terminating in Pittsburg, it would in time, no doubt, pay a fair net return upon its cost; but this prospect is principally encouraging, in view of its bearing upon the ability of the Company to procure the means of extending their line Eastward from Connellsville to Cumberland. The distance is 91 miles, or, if connection be made with the Mount Savage Railroad, 4 miles west of Cumberland—87 miles. Upon this part of the route, which embraces the whole mountain region, there has been no work done except the careful location of the road, and the expenditure of about \$200,000 at the Summit Tunnel, 33 miles from Cumberland. This Tunnel and its approaches are the only really heavy works upon the whole line; and all the difficulties are here already overcome, as the Tunnel heading, 4,650 feet long in all, was within 250 feet of completion when

the work had to be suspended in October, 1857. There are but two other short tunnels, making, on the whole line of 149 miles, only three in all, showing significantly the easy character of this route, across the Alleghanies, and which is equally distinguished by the superiority of its grades and curvatures.

As the Company expect to finish their road into Pittsburg this winter, and thus to add an important and profitable link to their chain, from which an immediate increase of their revenue and resources will arise, so their views are to take active steps next spring or summer, to invite, by loan, the capital with which to complete the remainder of their line to Cumberland. This they hope to do by an issue of first mortgage bonds, the City of Baltimore having given the Company the right to make a lien upon the road prior to her existing mortgage,—the Commissioners of Finance to be first satisfied that the loan, if so effected, will finish the entire road. A successful appeal to capitalists may, it is hoped, be then made, sustained by the various interests concerned, including the local ones along the route, which are extremely anxious for the prosecution of the work, upon which the development of the vast mineral and agricultural wealth of the region traversed depends, and the inflow of which, into Baltimore, over the Baltimore and Ohio Railroad, will be greatly beneficial to that road and city. The Pittsburg and Connellsville Railroad, in its present position, would *appear* to lead the trade of the Pennsylvania counties west of the mountains,—and formerly coming to Baltimore over the National Turnpike—away from Baltimore, first to Pittsburg, and ultimately to Philadelphia. This prevailing impression is not well founded, as the Pittsburg and Connellsville Railroad, as a local road, simply carries the trade of the counties to the Pennsylvania Railroad, whence it can more cheaply reach Baltimore over that road and the Northern Central, than across the mountains over the National Turnpike. Even, however, if the public impressions should be right upon this point, there is all the more occasion to put an end to that state of things by the completion of the Pittsburg and Connellsville Railroad to Cumberland, by which the old course of trade will be re-established, and Baltimore be once more in the enjoyment of the commerce of that rich region. By the opening of the road from Pittsburg to Cumberland also, a full share of the immense local and through trade and travel of that great commercial and manufacturing centre will be brought to Baltimore, and over a better line, and one under her own control, instead of that of a rival. It is only necessary to compare the trade between Pittsburg and Philadelphia with that between Pittsburg and

Baltimore, as shown by the Report of the Pennsylvania Railroad Company, to be satisfied that, by the present route via Harrisburg, Baltimore does not get her due share. The results of the opening of this new and direct route, free from the restrictions and embarrassments of the existing one, will clearly show why Baltimore has always set so high a value upon a direct connection with Pittsburg, as to have made the latter, in the estimation of many of her citizens, the preferable western terminus of her own road, which will at least be certainly better able to compete with her Northern rivals when she has this arm added to the two by which she strikes the Ohio lower down.

Baltimore and her road have the partialities of every class in Pittsburg enlisted in their favor; and this, in all probability, permanently, as the system of discrimination against Pittsburg, which has made the Pennsylvania Railroad so unpopular there, seems to be the necessary result of her competition with the New York and Virginia routes to the West for the trade of Ohio and the States beyond, and to which system the Pittsburg and Connellsville Railroad will have no occasion to resort. I need not, however, argue the importance of the line from Cumberland to Pittsburg to one so familiar with all its recommendations as yourself. With proper encouragement from its friends, the Pittsburg and Connellsville Railroad Company will be enabled to accomplish this work within a reasonable time. There is a stock basis, which, together with the release of the prior lien of Baltimore, will make upwards of \$2,500,000, and should be sufficient to support a loan large enough to finish the 91 miles of road remaining to be built, and which will not exceed \$3,500,000, including an ample equipment. The Company's finances are in an improved and improving condition, as will be seen by this, that in 1856 their floating debt was \$788,863, in 1857 \$513,403, in 1858 \$211,729, in 1859 \$175,550, which last amount will show a reduction this year of upwards of \$100,000, the remainder being covered by collateral securities sufficient to extinguish it probably within the year. The only creditors then left will be the City of Pittsburg and the County of Alleghany for arrears of interest on their stock, and the City of Baltimore for its loan and back interest, the latter debt being protected by a mortgage, which places the control of the work in the hands of Baltimore,—a power which that City has thus far used with a wise leniency, as her true interests require that she should leave the Company free to complete the road, if that can be effected in the manner above indicated and contemplated by her own Ordinance of 1856, in which she waives her priority of lien with a view to the accomplishment of that object.

With the road extended into Pittsburg, it is indeed my conviction that, in a year or two more, a net revenue will be realized which will yield a surplus payable to the City of Baltimore in partial liquidation of the Company's indebtedness to her; but it is manifestly her interest that the policy indicated in her Ordinance, of completing the road for its commercial advantages to her, should be carried out, rather than that it should pay her a part, or even the whole of its debt, as a local road, contributing little or nothing to her trade.

Hoping that the preceding brief exposition of the affairs and prospects of the Pittsburg and Connellsville Railroad Company may afford you the information you desire, and that the work may receive such notice at your hands as it may seem to deserve,

I remain, very respectfully, yours,

BENJ. H. LATROBE,

Prest. P. & C. R. R. Co.



TREASURER'S
Annual Statements.



A
STATEMENT OF THE LIABILITIES AND ASSETS

Of the BALTIMORE AND OHIO RAILROAD COMPANY, on the 30th Sept., 1860.

LIABILITIES.		
Stock held by individuals.....	\$5,427,300 00	
“ “ “ the City of Wheeling.....	500,000 00	
“ “ “ “ “ Baltimore.....	3,500,000 00	
“ “ “ “ “ State of Maryland	685,600 00	
		\$10,112,900 00
Stock Scrip not funded.....		6,002 00
Preferred Stock (State 5 per cent. Sterling Bonds).....		3,000,000 00
Loan redeemable in 1867, interest payable quarterly.....		1,000,000 00
Mortgage Bonds given for Iron, (this entire amount is held in Sinking Fund for redemption of Mortgage debts,).....		453,333 32
Loan red-embable in 1875, with coupons, interest semi annually, in January and July.....		1,128,500 00
Loan redeuciable in 1880, with coupons, interest semi-annually, in January and July.....		700,000 00
Loan redeemable in 1885, with coupons, interest semi annually, in April and October.....		2,500,000 00
City Loan.....		5,000,000 00
Dividend, declared 17th Dec., 1856, of portion of Surplus Fund, in certificates of indebtedness, to be converted into Stock on the 1st of June, 1862.....		3,033,060 00
Interest unpaid on the Dividend Bonds of 1862.....		312,831 00
Open Accounts.....		7,299 24
Unclaimed Dues.....		20,258 43
Washington Branch Road.....		225,681 44
Profit and Loss.....		3,741,146 36
		\$31,241,011 79
ASSETS.		
Cost of Road....	\$18,511,515 29	
Second Track.....	1,549,559 63	
Rolling Power.....	3,604,731 03	
Real Estate.....	1,252,968 59	
		\$24,918,774 54
Bonds of the Central Ohio Railroad Company.....		400,000 00
Central Ohio Railroad Company.....		41,371 48
Stock of the Pittsburg and Connellsville Railroad Company.....		35,000 00
North-Western Virginia Railroad Company.....	\$1,603,703 38	
Bills Receivable, Notes of North-Western Virginia Railroad Company for Loans, etc.....	476,982 42	
		2,080,685 80
Wellersburg and West Newton Plank Road Company.....		6,050 00
Stock of the Washington Branch.....		1,016,800 00
Sinking Fund—For the redemption of the Five Million Loan... “ “ “ “ Mortgage Debts....	\$712,846 36 568,555 06	
“ “ “ “ “ Ground Rents on Cam. Sta.	74,969 93	
		1,356,371 35
Bills Receivable.....	\$80,919 40	
Post Office Department for Mail Service to 30th September, 1860.	33,561 08	
		114,480 48
Cash in the hands of Officers for Disbursements.....		2,054 75
Outstanding Dues.....		96,368 80
Uncollected Revenue.....		370,225 62
Materials on hand in Machinery Department as per statement D. Less Fund reserved for renewal and improvement of Machinery.	\$119,542 70 36,522 29	
		83,020 41
Road Department—Materials on hand, viz: Old Iron Rails.... “ “ “ “ New Iron Rails....	\$113,280 00 43,039 77	
“ “ “ “ “ New Cross Ties....	12,621 67	
		168,941 44
Treasurer—Balance in Treasury after payment of \$75,000—interest on City Loan—and of \$90,000, for interest on the Mortgage Bonds of the Company, which matures on the 1st proximo, of which balance \$312,831 is held for the payment of the remainder of interest on the Dividend Bonds of 1862.....		550,867 12
		\$31,241,011 79

*Treasurer's Office, Baltimore and Ohio Railroad Company, }
OCTOBER 1ST, 1860.*

J. I. ATKINSON, *Treasurer.*

B

STATEMENT OF THE REVENUE AND WORKING EXPENSES
Of the BALTIMORE AND OHIO RAILROAD COMPANY, for the fiscal year ending
30th September, 1860.

Revenue.....		\$3,922,202 94
Expenses of Transportation.....	\$480,467 26	
General Expenses.....	32,730 08	
Losses by Accidents, &c.....	4,766 81	
Repairs of Railway.....	418,520 19	
Fuel.....	73,878 17	
Repairs of Bridges.....	30,522 69	
Repairs of Telegraph.....	2,798 75	
Watching Cuts.....	29,421 80	
Watching Tunnels.....	1,632 60	
Watching Bridges.....	6,393 65	
Repairs of Locomotives.....	230,794 72	
“ “ Burden Cars.....	151,843 31	
“ “ Dump Cars.....	1,314 63	
“ “ Passenger Cars.....	38,088 71	
“ “ Stationary Machinery.....	25,809 37	
“ “ Depots.....	26,431 69	
“ “ Water Stations.....	5,087 64	
Pumping Water.....	6,782 70	
Cleaning Engines and Cars.....	32,805 25	
Preparing Fuel and Filling Tenders.....	13,087 76	
Contingent Expenses of Machinery Departm't.	3,437 83	
		1,616,615 61
		\$2,305,587 33

Working Expenses $41\frac{21}{100}$ per cent.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
October 1st, 1860. }

J. I. ATKINSON, Treasurer.

D

STATEMENT OF THE LIABILITIES AND ASSETS

Of the WASHINGTON BRANCH ROAD, on the 30th September, 1860.

LIABILITIES.	
Stock.....	\$1,650,000 00
Annuity, (Principal).....	25,000 00
Due other Roads for Through Tickets.....	10,860 00
Profit and Loss	225,533 50
	<hr/>
	\$1,911,393 50
ASSETS.	
Road from Washington Junction to Washington City, with Real Estate and Equipments.....	\$1,650,000 00
Uncollected Revenue.. ..	20,493 66
Amount due by the Baltimore and Ohio Railroad Company...	225,681 44
Old Iron Rails on hand.....	7,530 00
New Iron Rails on hand.....	7,688 40
	<hr/>
	\$1,911,393 50

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1860. }

J. I. ATKINSON, *Treasurer.*

E

STATEMENT OF THE REVENUE AND WORKING EXPENSES

Of the WASHINGTON BRANCH ROAD, for the fiscal year ending 30th September, 1860.

Revenue.....		\$462,880 44
Expenses of Transportation	\$85,666 78	
Losses by Accidents, &c.....	337 57	
Repairs of Railway.....	25,629 54	
“ “ Depots.....	1,777 23	
“ “ Water Stations.....	399 11	
Pumping Water.....	583 40	
General Expenses.....	11,038 39	
Repairs of Locomotives	8,080 18	
Cleaning Engines and Cars.....	3,145 49	
Preparing Fuel and Filling Tenders.....	538 80	
Repairs of Passenger Cars.....	16,835 80	
“ “ Dump Cars.....	60 06	
“ “ Burden Cars.....	7,272 22	
Fuel.....	10,796 21	
Repairs of Stationary Machinery.....	727 89	
Contingent Expenses of Machinery Department...	153 66	
		173,042 33
		<u>\$289,838 11</u>

Working Expenses $37\frac{38}{100}$ per cent.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1860. }

J. I. ATKINSON, *Treasurer.*

F

Dr. *Washington Branch Road Profit and Loss Account for the fiscal year ending September 30th, 1860.* Cr.

1859. October 25..	To Dividend of $4\frac{1}{2}$ per cent. for the half year ending 30th September, 1859....	\$ 74,250 00	1859. October 1....	By Balance at the credit of this account this day.....	\$165,386 63
Decem'r 19..	" Washington surveys for Southern connections.....	571 25	1860. Septem'r 30..	" Revenue for the fiscal year. \$462,880 44	
1860. Febru'y 11..	" State Tax on Passengers between Washington Junction and Washington City. \$32,856 21			" Less Working Expenses same period.....	173,042 33
	" State Tax on Passengers between Washington Junction and Baltimore.....	4,118 20			289,838 11
April 13.....	" Dividend of $4\frac{1}{2}$ per cent. for half year ending 31st March, 1860.....	36,974 41			
" "	" Half cost of Passenger Station at Washington Junction.....	74,250 00			
Septem'r 5..	" State Tax on Passengers between Washington Junction and Washington City. \$36,354 68	1,278 04			
	" State Tax on Passengers between Washington Junction and Baltimore.....				
		40,847 54			
" 30..	" Ground Rents.....	20 00			
" 30..	" Payment on account of Annuity.....	1,500 00			
" 30..	" Balance carried down.....	225,533 50			
		\$455,224 74	1860. October 1....	By Balance brought down.....	\$455,224 74
					\$225,533 50

Treasurer's Office, Baltimore and Ohio Railroad Company
October 1st, 1860.

J. I. ATKINSON, *Treasurer.*

G

STATEMENT OF THE REVENUE AND WORKING EXPENSES
Of the NORTH-WESTERN VIRGINIA RAILROAD, for the fiscal year ending
30th September, 1860.

Revenue.....		\$269,203 12
Expenses of Transportation.....	\$57,635 17	
Repairs of Railway.....	72,194 01	
“ “ Water Stations.....	858 57	
“ “ Telegraph.....	182 01	
“ “ Stationary Machinery.....	2,763 60	
Pumping Water.....	2,170 00	
Repairs of Locomotives.	20,885 27	
“ “ Burden Cars.....	8,499 87	
“ “ Passenger Cars.....	3,451 92	
“ “ Dump Cars.....	290 55	
Losses by Accidents.....	618 80	
Fuel.....	8,309 36	
Repairs of Bridges.....	6,250 63	
General Expenses	1,878 52	
Repairs of Depots.....	3,535 60	
Cleaning Engines and Cars.....	3,236 14	
Preparing Fuel and Filling Tenders.....	1,433 55	
Contingent Expenses of Machinery Department...	393 08	
		194,586 65
		\$ 74,616 47

Working Expenses $72\frac{28}{100}$ per cent.

NOTE.—In consequence of the incomplete condition of this Road, considerable sums which, from the difficulty of accurate adjustment, appear in the above statement charged as Repairs, properly belonging to Construction.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1860. }

J. I. ATKINSON, Treasurer.



REPORT

OF THE

Master of Transportation.



Transportation Department's Report.

Master of Transportation's Office,

BALTIMORE AND OHIO RAILROAD.

OCTOBER 1ST, 1860.

J. W. GARRETT, Esq.

President of the Baltimore and Ohio Railroad Company :

SIR :

In making the report of this Department, for the fiscal year ending with the 30th of September, there is much matter of a gratifying character, to be presented. As the effort towards setting forth, in the late annual reports, a fuller explanation of the sources and distribution of the business of the road, seems to have been so well appreciated, no departure from the plan observed therein will be attempted in this report, except only in so far as it may permit a still more full and distinct arrangement of details.

THE REVENUES.

The revenues of the Company, for the fiscal year, arranged in monthly detail, are presented in the following tables, which also embrace a distinctive comparison with those of the fiscal year of 1859, viz :—

A

STATEMENT OF REVENUE

Earned on the Main Stem of the Baltimore and Ohio Railroad, from the 1st October, 1859, to the 30th September, 1860, viz :

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passeg's & Tonnage.
October 1859.....	\$68,888 47	\$281,532 61	\$350,421 08
November.... "	73,976 73	292,225 67	366,202 40
December.... "	48,006 59	245,518 12	293,524 71
January 1860.....	38,830 58	188,516 99	227,347 57
February.... "	39,652 37	227,955 07	267,607 44
March "	50,880 22	293,316 56	344,196 78
April "	56,375 45	267,589 96	323,961 41
May "	55,930 28	310,985 18	366,915 46
June..... "	59,665 39	253,522 15	313,187 54
July "	65,455 74	242,669 38	308,126 12
August "	68,139 80	314,309 10	382,448 90
September... "	71,933 82	306,330 71	378,264 53
Totals.....	\$697,735 44	\$3,224,467 50	\$3,922,202 94

B

STATEMENT OF REVENUE

Earned on the Washington Branch of the Baltimore and Ohio Railroad, from the 1st October, 1859, to the 30th September, 1860, viz :

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passeg's & Tonnage.
October 1859.....	\$28,854 36	\$9,011 93	\$37,866 29
November... "	24,439 77	8,786 15	33,225 92
December ... "	24,190 34	8,108 58	32,298 92
January 1860.....	26,437 31	9,310 94	35,748 25
February.... "	28,890 97	7,931 32	36,822 29
March "	31,428 49	8,794 07	40,222 56
April "	30,387 35	8,381 13	38,768 48
May "	30,288 16	8,031 75	38,319 91
June "	34,341 14	7,723 41	42,064 55
July "	34,074 09	7,605 24	41,679 33
August "	34,347 71	8,806 26	43,153 97
September... "	33,346 88	9,363 09	42,709 97
Totals.....	\$361,026 57	\$101,853 87	\$462,880 44

C

STATEMENT OF REVENUE

*Earned on the Northwestern Virginia Railroad, from the 1st October, 1859,
to the 30th September, 1860, viz :*

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passeg's & Tonnage.
October.....1859.....	\$3,620 74	\$19,240 16	\$22,860 90
November..... “	3,456 20	18,375 40	21,831 60
December “	2,921 84	17,206 62	20,128 46
January .....1860.....	2,366 91	12,931 62	15,298 53
February “	2,565 59	20,285 59	22,851 18
March..... “	3,441 39	26,687 07	30,128 46
April “	3,837 72	16,248 07	20,085 79
May..... “	3,669 04	21,746 27	25,415 31
June “	3,399 38	16,493 60	19,892 98
July..... “	3,102 10	12,979 89	16,081 99
August..... “	4,217 85	20,988 36	25,206 21
September “	4,758 44	24,663 27	29,421 71
Totals.....	\$41,357 20	\$227,845 92	\$269,203 12

D

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1860,

Compared with the Revenue for the fiscal year ending 30th September, 1859.

MAIN STEM PROPER.

	Passengers.	Tonnage.	Totals.
For 1859.....	\$690,207 29	\$2,928,411 16	\$3,618,610 45
For 1860.....	697,735 44	3,224,467 50	3,922,202 94
Increase.....	\$7,528 15	\$296,056 34	\$303,584 49

NORTHWESTERN VIRGINIA RAILROAD.

	Passengers.	Tonnage.	Totals.
For 1859.....	\$40,320 13	\$199,851 16	\$240,171 29
For 1860.....	41,357 20	227,845 92	269,203 12
Increase.....	\$1,037 07	\$27,994 76	\$29,031 82

WASHINGTON BRANCH ROAD.

	Passengers.	Tonnage.	Totals.
For 1859.....	\$335,256 57	\$106,962 96	\$442,219 53
For 1860.	361,026 57	101,853 87	462,880 44
Decrease.....	.....	\$5,109 09	.....
Increase.....	\$25,770 —	.....	\$20,660 91

MAIN STEM AND NORTH-WESTERN VIRGINIA ROADS.

	Passengers.	Tonnage.	Totals.
For 1859.	\$730,527 42	\$3,128,262 32	\$3,858,789 74
For 1860.....	739,092 64	3,452,313 42	4,191,406 06
Increase.....	\$8,565 22	\$324,051 10	\$332,616 32

MAIN STEM, NORTH-WESTERN VA. AND WASHINGTON BRANCHES.

	Passengers.	Tonnage.	Totals.
1859.			
Main Stem.....	\$690,207 29	\$2,928,411 16	\$3,618,618 45
North-Western Va.....	40,320 13	199,851 16	240,171 29
Washington Branch.....	335,256 57	106,962 96	442,219 53
	\$1,065,783 99	\$3,235,225 28	\$4,301,009 27
1860.			
Main Stem.....	\$697,735 44	\$3,224,467 50	\$3,922,202 94
North-Western Va.....	41,357 20	227,845 92	269,203 12
Washington Branch.....	361,026 57	101,853 89	462,880 44
Totals.....1860.....	\$1,100,119 21	\$3,554,167 29	\$4,654,286 50
Totals.....1859.....	1,065,783 99	3,235,225 28	4,301,009 27
Increase.....	\$34,335 22	\$318,942 01	\$353,277 23

The increase of revenue, it will be seen, has been, upon the Main Stem, \$303,584 49; on the North-Western Virginia Road, \$29,031 83; and on the Washington Branch, \$20,660 91—making an aggregate increase of \$353,277 23.

OPERATIONS OF THE MAIN STEM.

PASSENGER TRANSPORTATION.

The receipts from passengers on the Main Stem, for the fiscal year, have been \$697,735 44—showing an increase of \$7,528 15 upon the same receipts for the previous year. The proportion of passenger returns to the whole Main Stem revenue, is \$17 $\frac{33}{100}$ per cent., as against 19 $\frac{17}{100}$ in 1859.

The aggregates of the passenger traffic of the road, show a slight variation from the previous year,—the increase, however, being now derived from the through travel entirely, with a slight decrease in the local, thus reversing the result of 1859.

Through Passengers.

The difference in the business of the last two years under this head, may be seen in the following memorandum :

	1859.	Mileage.	1860.	Mileage.
First Class.....	28,125		29,704	
Emigrant.....	4,398 $\frac{1}{2}$		4,941	
Totals,	32,523 $\frac{1}{2}$	12,288,242	34,645	13,030,320

The number of through passengers is thus shown to have increased by 2,122 $\frac{1}{2}$, of which 1,579 were first class, and 543 $\frac{1}{2}$ emigrants. In 1858, the number of first class passengers was 28,341. These figures would indicate but a comparatively trifling change in the through travel of the road during the past three years, although the number for 1860 embraces more tickets* than any year previously.

It was thought that during the political excitement prevailing last spring and summer, the travel from the West to the political conventions at Charleston and Baltimore, would have proven a source of large increase, in the through business, over the Main Stem. Notwithstanding the fact that every possible facility was offered by the Company, it was

NOTE.—The Return of "Through Travel" in 1857 and 1858, (see Reports,) included the tickets between Baltimore and Wheeling and Parkersburg. In 1860, these were 4,742, and if added to 34,645, would swell number of through tickets to 39,387, or 1,151 more than the same aggregate for 1857, which was 38,225, the largest apparent Through Travel in any previous year.

found that but 179 tickets were sold, beyond the Ohio river, for the Charleston convention in May, and but 805 for the National Democratic convention in Baltimore in June,—being less than one thousand in all; although it is known that, in the first case, no other route, West or North of the Ohio river, had a through arrangement; while, in the second, probably four-fifths of the Western attendants came by this route to Baltimore.

During the first part of the fiscal year, the through as well as the local travel of the road, was injuriously affected by the attempted insurrection at Harper's Ferry. For the month of October alone, there was a falling off of 1,666 through passengers, from the aggregate of the same month for the previous year. For the first six months of the past year, the decrease in the through travel, over the corresponding periods of 1858 and 1859, was nearly 5,000 passengers. The through travel for the last six months of the past year, compared with the same period of 1859, has been, consequently, very encouraging, and, in the same ratio for the entire year, would have shown an aggregate increase of nearly 12,000 passengers.

Statement of the number of Passengers transferred between Benwood and Bellaire, to and from the Baltimore and Ohio, and the Central Ohio and the Cleveland Roads, from 1st October 1859 to 30th September, 1860.

MONTH.	THROUGH.			Total through.	WAY.	Total through and way.
	Eastward.	Westward.			East and West.	
		First Class.	Emigrant.			
October.....1859.....	951	628*	...	1,579	355	1,934
November.... “	859	1,770*	...	2,629	325	2,954
December “	702	896*	...	1,598	238	1,836
January .....1860.....	623	667	110	1,400	221	1,621
February “	762	783	140	1,685	274	1,959
March..... “	833	1,254	136	2,223	231	2,454
April “	1,115	1,124	79	2,318	335	2,653
May..... “	1,499	1,331	370	3,200	202	3,402
June..... “	1,880	1,615	860	4,355	316	4,671
July “	1,251	744	539	2,534	245	2,779
August “	1,099	1,277	348	2,724	295	3,019
September.... “	1,037	1,453	557	3,047	338	3,385
	12,611	13,542	3,139	29,292	3,375	32,667

*No account of the Emigrants kept separate previous to January, 1830.

Number of passengers transferred, during the fiscal years of 1859 and 1860 :

	1859.	1860.	Increase.
THROUGH—East and West... ..	26,240	29,292	3,052
WAY.....— “ “ “	3,186	3,375	189
Totals.	29,426	32,667	3,241

By the foregoing statement, the increase in through passengers, transferred at Benwood, would appear to be 3,052, although, as has already been shown, the entire increase in through travel for the year has been but 2,122½. This is explained by the fact that a larger proportion of emigrants traversed the Main Stem. In 1859, there were 1,546 emigrants transferred at Parkersburg, mainly to the Ohio river, for far Western points. During the past year there were but 335, making a difference of 1,211. Further details concerning the through travel, as furnished from the General Ticket Agent's Office, are to be found in Table E, of the Appendix.

The whole passenger revenue, for Main Stem for the year, has been \$697,735 64, of which \$276,410 20 was derived from through, and \$421,325 44 from the local travel. The increase in revenue from through passengers is \$14,596. The returns from through passengers are 39⁶¹/₁₀₀ per cent. of the aggregate passenger revenue. They were in 1859 37⁶¹/₁₀₀ per cent. Besides the aggregate of returns from tickets already given, the passenger trains on the Main Stem earned, by carrying the Mails and Express freights, \$151,320 05, which is embraced in the tonnage revenue. Adding this to the ticket returns, the total sum derived, from Main Stem passenger trains, is \$849,055 49. The Mail and Express business of the Washington Branch, and North-Western Virginia Road, yielded \$36,897 10, increasing the aggregate earnings by the passenger trains to \$1,288,336 36, equivalent to 29⁹⁵/₁₀₀ per cent. of the total revenue of the Company.

The Local Travel.

The following abstract will explain the variation under this head, during the year past, in comparison with 1858 and 1859:

YEARS.	PASSENGERS.		MILEAGE.		Total Passengers East and West	Total Mileage East and West
	East.	West.	East.	West.		
1858...	130,690	130,693	5,786,904	6,729,109	261,383	12,516,013
1859...	145,425	157,004	5,354,403	8,223,527	302,429	13,577,930
1860...	150,738	137,761	6,154,275	6,715,033	288,499	12,869,308

Although the facilities afforded the local travel were not lessened, in any respect, during the year, the number of passengers has fallen off 13,930 since 1859, with 708,622 in the number of passengers carried one mile. The aggregates, however, are greater than 1858,—the second year previous. As already stated, under the head of *Through Passengers*, the local travel of the Main Stem was considerably affected, during the fall and winter of 1859 and 1860, by the excitement growing out of the Harper's Ferry affair. The revenue from local passengers shows a reduction of \$7,067 68. The average distance traveled by way passengers, on the Main Stem, in 1858, was $47\frac{1}{2}$ miles; in 1859, 45 miles; and last year, $44\frac{3}{4}$ miles. Details concerning the local travel will be found in Tables E, G, and H.

TONNAGE TRANSPORTATION.

The revenue from this source, on the Main Stem alone, exhibits an increase of \$296,056 34 over that of 1859,—the amount now being \$3,224,467 50 to \$2,928,411 16 in that year. This increase is equivalent to $10\frac{10}{100}$ per cent.; and the tonnage revenue bears, to the whole revenue of the Main Stem, a proportion of $82\frac{21}{100}$ per cent.

General Tonnage and Mileage.

With an improved accuracy and system in keeping the accounts of the business of the road, a much more minute and thorough statement of the details of its freight business

is presented than at any time heretofore. Tables P. to S. in the Appendix, contain much of this information ; but the following condensation will show more briefly the extent of the tonnage operations of the past year :

Statement showing the Number of Tons transported upon the Baltimore and Ohio and Northwestern Virginia Railroads, with the Tonnage Carried One Mile, for the fiscal years ending 30th September, 1859 and 1860.

ON THE MAIN STEM PROPER.

EASTWARDLY.		1859.		1860.	
		Tons.	Miles.	Tons.	Miles.
To Balto.	} including freight { from Wheeling..	19,100	7,238,918	21,726	8,236,049
"	} to Eastern cities. { " Benwood..	44,782	16,793,319	47,559	17,836,125
"	from Moundsville, (being through }			1,993	739,128
"	freight by river) }				
"	" Parkersburg (M. Stem proportion)	71,245	19,877,408	77,796	21,709,129
Total of Through Freight EAST...		135,127	43,909,646	149,074	48,520,431
To Balto. from First Class Stations (exclud. Coal)		40,674	3,818,873	53,795	4,547,392
"	" " Second " " (Main Stem)	62,249	8,823,634	60,097	7,327,455
"	" " " " " (N. W. Va. Br.)	5,609	1,627,954	9,294	2,682,952
"	Coal from all points on Main Stem.	323,899	65,734,089	400,534	80,533,964
"	from Washington Branch, (Main }	25,956	233,559	27,291	271,330
	Stem proportion,)				
Total Local to Baltimore.....		458,877	80,238,109	551,011	95,338,383
Total Through and Way to Baltimore....		593,510	124,147,755	700,618	143,858,814
From Local to Local Stations—Coal.....		19,830	2,296,181	25,259	2,919,660
"	" " " " " —Miscel.....	41,843	3,497,177	46,894	4,163,334
"	" " West of Grafton to N. W. Va. R..	469	37,781	606	56,274
To Local Stations from Parkersburg.....		849	110,283	935	70,889
"	" " " N. Western Va. Road.....	2,820	122,587	2,278	291,882
Total of Local Freight EAST.....		524,198	86,353,109	626,983	102,840,422
Total EASTWARD on Main Stem.....		659,325	130,262,755	776,057	151,360,853

WESTWARDLY.		1859.		1860.	
		Tons.	Tons 1 Mile.	Tons.	Tons 1 Mile.
From Baltimore	} including } To Wheeling..	19,505	7,392,186	11,762	4,457,798
	} freight from { " Benwood...	34,088	12,754,131	35,809	13,428,375
	} Eastern cities } " Parkersburg	22,124	6,199,317	27,886	8,067,093
Total of Through Freight WEST..		75,716	26,345,634	75,457	25,953,266
"	to First Class Stations on Main Stem..	46,258	3,447,206	44,393	3,136,751
"	to Second " " " " " " " "	32,225	1,727,399	34,470	1,749,521
"	" " " " N. W. Va. Road.	1,708	490,092	1,714	488,089
"	to Washington Branch, (Main Stem }	46,294	416,646	47,923	431,096
	proportion).. }				
Total Local Freight from Baltimore.....		126,485	6,081,343	128,501	5,805,467
Total Through and Way from Baltimore...		202,201	32,426,977	203,957	31,783,733
From Local to Local Stations, { Coal.... }		19,861	1,149,580	25,386	1,681,611
"	" " " " " { Miscellaneous }				
"	" on Main Stem to Parkersburg.....	38	4,157	87	10,758
"	" East of Grafton to N. W. Va. Road..	225	23,277	273	9,942
"	" N. W. Va. R. to Local W. of Grafton.	426	28,672	77	5,248
Total of Local Freight WEST.....		147,035	7,286,034	154,323	7,513,026
Total WESTWARD on Main Stem..		222,751	33,631,667	229,780	33,466,292

NORTHWESTERN VIRGINIA RAILROAD.

EASTWARDLY.	1859.		1860.	
	Tons.	Tons 1 Mile.	Tons.	Tons 1 Mile.
Parkersburg to Baltimore.....	71,245	7,409,499	77,796	8,090,785
“ “ Local Stations on Main Stem....	849	88,325	935	70,890
“ “ “ “ N. W. Va. Road..	1,650	96,899	2,469	148,264
Local Stations to Baltimore.....	5,609	215,596	9,294	391,863
“ “ “ “ Local Stations on Main Stem..	1,548	130,916	2,355	141,021
“ “ “ “ “ “ N. W. Va. Road..	2,193	116,665	689	*26,397
Total Eastward.....	83,094	8,047,950	93,538	8,869,220
WESTWARDLY.				
Baltimore to Parkersburg.....	22,124	2,300,922	27,886	2,712,995
“ to Local Stations.....	1,708	38,425	1,714	40,467
Local Stations to Parkersburg.....	4,250	319,415	5,444	396,654
“ “ to Local Stations.....	1,083	103,357	4,163	282,110
“ “ on Main Stem to Parkersburg } “ “ “ “ “ “ and N. Western Va. Road. }	732	26,460	360	18,393
Total Westward.....	29,897	2,788,579	39,567	3,450,619
Grand Total East and West.....	112,991	10,836,529	133,105	12,319,839

WASHINGTON BRANCH.

EASTWARDLY.	1859.		1860.	
	TONS.	MILES.	TONS.	MILES.
From Washington and Local Stations to Balt.	25,951	285,461	27,291	234,849
“ Washington to Local Stations.....	2,082	19,189	3,620	28,157
“ Local Stations to “			1,055	2,557
Total Eastwardly.....	28,033	304,650	31,966	265,563
WESTWARDLY.				
From Baltimore to Washington.....	28,191	873,921	26,113	809,723
“ “ to Local Stations.....	18,103	141,722	21,810	170,485
“ Local Stations to Washington.....	4,162	60,696	4,776	65,055
“ “ to Local Stations.....			19	155
Total Westwardly.....	50,456	1,076,389	52,718	1,045,418
Total Washington Branch, East and West.	78,489	1,381,039	84,684	1,310,981

*The apparently large falling off in some of the items of the Local Tonnage and Mileage on the N. W. Va. Road, in 1860, is owing to the fuller form of subdividing it than in 1859. It will be seen however, that the aggregates are greater.

RECAPITULATION.

<i>Main Stem.</i>	1859.		1860.	
	TONS.	MILES.	TONS.	MILES.
EASTWARD. { Through.....	135,127	43,909,646	149,074	48,520,431
Local.....	524,198	86,353,109	626,983	102,840,422
Total East.....	659,325	130,262,755	776,057	151,360,853
WESTWARD. { Through.....	75,716	26,345,634	75,457	25,953,266
Local.....	147,035	7,286,034	154,323	7,513,026
Total West.....	222,751	33,631,668	229,780	33,466,292
Grand Total Main Stem.....	882,076	163,894,423	1,005,837	184,827,145
Eastwardly.....			657,857	
Westwardly.....			151,820	
Total amount of Freight carried exclusively over Main Stem.....			809,677	
<i>Northwestern Va. Road.</i>				
EASTWARD. { Through.....	71,245	7,409,499	77,796	8,090,785
Local.....	11,849	638,451	15,742	778,435
Total East.....	83,094	8,047,950	93,533	8,869,220
WESTWARD. { Through.....	22,124	2,300,922	27,886	2,712,995
Local.....	7,773	487,657	11,681	737,624
Total West.....	29,897	2,788,579	39,567	3,450,619
Total N. W. Va. Railroad.....	112,991	10,836,529	133,100	12,319,839
Deduct tonnage to and from Main Stem and accounted in Main Stem.....	103,815		118,585	
Net tonnage hauled exclusively over N. W. Va. R.....	9,176		14,515	
<i>Washington Branch.</i>				
Eastward.....	28,033	304,650	31,966	265,563
Westward.....	50,456	1,076,389	52,718	1,045,418
Total Washington Branch.....	78,489	1,381,039	84,684	1,310,981
Deduct tonnage to and from Main Stem and accounted in Main Stem.....	72,245		75,214	
Net tonnage hauled exclusively on Washington Branch.....	6,244		9,470	

These figures, as will be seen, present a marked contrast in the operations of the two last years. The grand total of Tonnage hauled (exclusive of the material for the Company's own use) has swollen from 897,496 tons in 1859 to 1,029,822 tons, showing an apparent increase of 132,326 tons,* which is equal to $13\frac{62}{100}$ per cent. of the total of 1859.

The Tonnage for 1860 may be divided as follows, in comparison with 1859, viz:

	MAIN STEM.	N. W. VIRGINIA ROAD.	WASHINGTON BRANCH.	TOTALS.
	TONS.	TONS.	TONS.	TONS.
1860	1,005,837	14,515	9,470	1,029,822
1859	882,076	9,176	6,244	897,496
Increase in 1860	123,761	5,339	3,226	132,326

In this Table there is credited to the Northwestern Road and the Washington Branch, only such Tonnage as was hauled exclusively upon those portions of the Company's line. In the following division and comparison, the Washington Branch is credited with all of its Tonnage, including that which passed over the 9 miles of Main Stem, between Baltimore and the Washington Junction, and which is 75,214 tons or $88\frac{81}{100}$ per cent. of the entire tonnage of this Branch.

DATE.	MAIN STEM.	N. W. VIRGINIA ROAD.	WASHINGTON BRANCH.	TOTALS.
	TONS.	TONS.	TONS.	TONS.
1860	930,625	14,515	84,682	1,029,822
1859	809,831	9,176	78,489	897,496
Increase in 1860 ..	120,794	5,339	6,193	132,326

*While it is known that the improved thoroughness with which the accounts of the business of the Road have been kept during the past year, has secured a full and correct return of the Tonnage and Mileage for the first time since the completion of the Road- it is feared that there may have been more or less of the Local to Local Trade heretofore omitted in the Annual Reports. Assuming 15,000 Tons as a liberal estimate for possible omissions in 1859, it would swell the Tonnage of that year to 912,495 Tons, and reducing the actual increase in 1860 to 118,328 Tons, being 12.96 per cent. upon the year 1859.

This 15,000 Tons being all miscellaneous "Local to Local" trade, and such as involved very short hauls, may be estimated and divided as follows: Main Stem, 10,000 Tons; Washington Branch, 3,000 Tons; Northwestern Virginia Road, 2,000 Tons.

The Main Stem Tonnage for 1860, may be properly dissected as follows :

DATE.	THROUGH FREIGHT.	COAL.	MISCELLANEOUS LOCAL.	TOTAL.
	Tons.	Tons.	Tons.	Tons.
1860.....	224,531	427,793	278,301	930,625
1859.....	210,843	343,729	255,259	809,831
Increase in 1860..	13,688	84,064	23,042	120,794

The aggregate increase (of 120,794 tons) in the Main Stem Tonnage (excluding that to and from Washington Branch) is thus above explained.

The Mileage returns show that a grand total of 198,457,975 tons of freight, paying a revenue to the Company, was hauled one mile on the Main Stem and Branches, as against 176,111,991 tons in 1859—the increase being 22,345,984 tons one mile, or $12\frac{68}{100}$ per cent. On the Main Stem proper, the Mileage was 184,827,145 tons. In 1859 it was 163,894,423 tons—the increase in 1860 being 20,932,722 tons carried one mile, or equal to $12\frac{77}{100}$ per cent. Of this increase, nearly 16,000,000 were in the Coal trade, and more than 4,000,000 in the increased through business—the remainder being in the mixed local traffic.

A better idea of the division of the service performed, under the three general heads already specified, is afforded in the following abstract, viz :

DATE.	MILEAGE ON THROUGH FREIGHT.	MILEAGE ON COAL.	MILEAGE ON MISCELLANEOUS. LOCAL.	TOTAL MILEAGE.
	Miles.	Miles.	Miles.	Miles.
1860.....	74,473,697	83,453,493	26,899,955	184,827,145
1859.....	70,254,575	68,030,769	25,609,079	163,894,423
Increase in 1860	4,219,122	15,422,724	1,290,876	20,932,722

The average distance which the Tonnage was hauled on the Main Stem, in 1860, is $198\frac{60}{100}$ Miles ; the average haul of the through freight (Main Stem proportion) was $331\frac{1}{2}$ Miles ;

of the Coal, 195¹/₁₂ Miles ; and mixed Local Freight, 96⁴⁵/₁₀₀ Miles. Compared with 1859, it would show as follows, viz :

AVERAGE DISTANCE HAULED.	Of Through Freight.	Of Coal.	Of Miscellaneous Freight
In 1859	333.20	197.91	100.32
In 1860	331.66	197.83	96.65
Difference.....	1.54	8	3.37

The Eastward bound Tonnage on the Main Stem proper, (excluding that to Baltimore from the Washington Branch) amounted to 748,766 tons, as against 181,857 tons bound Westward, being an increase of the former of 115,397 tons, and in the latter of 5,400 tons.

The material hauled during the year 1860 for the use of the Company,* for repairs of Track, Bridges, etc., Fuel for Locomotives, etc., amounted to 124,632 tons, (not including ballast, etc.) being 12⁸⁹/₁₀₀ per cent. of the quantity of business

*NOTE.—A Statement of the quantity of MATERIAL TRANSPORTED ONE MILE FOR USE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, during the fiscal year of 1860.

FROM.	Tons.	Tons 1 M. for Road Depart.	Tons 1 M. for Mach. Department	Tons 1 M. for Tran. Depart.	FROM.	Tons.	Tons 1 M. for Road Depart.	Tons 1 M. for Mach. Department	Tons 1 M. for Tran. Depart.
Locust Point.	15,429	1,104,215	23,949	.....	Tunnelton ..	200	23,800	.....	.....
Mount Clare.	6,997	108,195	258,388	150,803	Newburg ...	13,042	3,488	170,346	.....
Cam. Station.	74	3,680	13,231	(Oils,	Grafton	320	31,540	.....	.....
Wash'n June	336	84,320	.....	Fetterman ..	100	5,427	.....	.....	.....
Put. & Riddles	731	67,796	.....	&c.)	Texas.....	88	5,800	.....	.....
Sykesville...	344	52,688	.....	Fairmont.....	10	40	.....	.....	.....
Hood's Mill..	104	2,216	.....	Farmington ..	718	143,864	.....	.....	.....
Woodbine...	664	18,492	.....	Mannington..	1,322	322,574	.....	.....	.....
Mount Airy..	184	5,160	.....	Board Tree T	56	3,416	.....	.....	.....
Monrovia....	328	43,352	.....	Moundsville.	96	1,056	.....	.....	.....
Monocacy ...	72	7,408	.....	Belton.....	192	31,680	.....	.....	.....
Pt. of Rocks.	409	58,307	.....	Cameron.....	160	4,480	.....	.....	.....
Harper's F'y	11	313	.....	East'n Siding	192	4,416	.....	.....	.....
Kerneysville.	428	68,896	.....	Wheeling....	10,200	6,971	178,186	390	.....
Martinsburg..	1,618	58,840	60,500						
N. Mountain.	464	47,896	.....	Total M.Stem	117,424	3,130,330	2,803,473	151,193	.....
Hancock	310	6,820	.....					
Sir Johns Run	1,992	140,036	.....	N. W. Va. R.					
Cherry Run...	32	1,568	.....	Grafton	2,263	19,316	48,347	9,426	.....
No. 12 W. St.	613	65,649	.....	Flemington..	26	260	.....	.....	.....
Doe Gully T.	144	5,904	.....	Salem	17	283	.....	.....	.....
Lit. Cacapon	303	16,968	.....	West Union.	44	1,259	.....	.....	.....
Great "	140	4,620	.....	Cairo	22	1,055	.....	.....	.....
Patterson's C.	428	45,457	.....	Claysville ...	30	2,812	.....	.....	.....
North Branch	58	2,281	.....	Walker's....	19	685	.....	.....	.....
Cumberland..	1,599	83,001	24,519	Parkersburg..	152	2,313	8,350	1,560	.....
Ra'ling's W S	252	43,616	.....	Clarksburg...	4,635	8,500	371,829	.....	.....
Piedmont	54,159	64,036	7,474,354	Tot'l N. W. V.	7,208	36,483	428,526	10,986	.....
Swanton	28	2,041	.....					
Oakland	1,576	167,946	.....					
Cranb'y Sum.	856	157,240	.....					
Rowlesburg..	65	2,821	.....					

	Tons.	Road Department.	Machinery Department.	Trans. Department.
Total Main Stem.....	117,424	3,130,330	8,203,473	151,193
Total Northwestern Virginia Road.....	7,208	36,483	428,526	10,986
Totals.....	124,632	3,166,813	8,631,999	162,179

Grand Total Tons 1 Mile..... 11,960,991

paying freight The Mileage upon this was equal to 11,960,991 tons one mile, and bearing a per centage of 6.1% to the Mileage of the paying business of the road.

Extent and Value of the Tonnage to and from Baltimore City.

By an examination of the general table of Tonnage and Mileage, it appears that the business of the Road, to and from the City of Baltimore, during the past year, has been exceedingly large. The quantity of freight of all kinds, and from all sources, brought to Baltimore by the Road during the year, is 700,085 tons, while that taken from Baltimore is 203,957 tons, making an aggregate of 904,042 tons. Deducting this aggregate from the total tonnage hauled on all parts of the Road in 1860, it proves that but the relatively small portion of 125,780 tons was independent of the attraction of the City of Baltimore.

Computing the value of the Coal brought to Baltimore, and enumerated in the above aggregate of tonnage, at \$4 per ton, (including the freight paid the Company,) it would show the total value of that article at Baltimore to be \$1,602,156. Deducting the 400,539 tons of Coal brought to Baltimore from the 904,042 tons of freight to and from Baltimore during 1860, it would leave 503,503 of miscellaneous trade. Safely assuming, by careful estimate, that the average value of this freight was \$68 per ton, it would show a valuation of \$34,245,000. Adding the value of the Coal to this, as already stated, it would show a grand total of \$35,847,156 as the valuation of the freight transported during the year 1860 by this Road to and from Baltimore.

Through Merchandise Trade.

The aggregate tonnage of the Through Freight Traffic for 1860, is clearly set forth in the following abstract, and in comparison with that of the two previous years, viz:

	1858.			1859.			1860.		
	East.	West.	Total E & W	East.	West.	Total E & W	East.	West.	Total E & W
Via Wheeling.....	31,512	14,343	45,855	19,100	19,505	38,605	21,726	11,762	33,488
" Benwood.....	68,001	22,383	90,384	44,782	34,088	78,870	47,559	35,809	83,368
" Parkersburg.....	70,571	18,053	88,624	71,245	22,123	93,368	77,796	27,886	105,682
Totals.....	170,084	54,779	224,863	135,127	75,716	210,843	147,081	75,457	222,538

The total tonnage through, in 1858, was 224,863 tons; in 1859, 210,843 tons; and in 1860, (including 1,993 tons of river freight loaded at Moundsville, not included in the above table) is 224,531 tons. The actual increase of the through trade in 1860, over that of 1859, is 13,688 tons, of which 13,947 tons is in the Eastward bound, with a decrease of 259 tons Westward. The Westward Freight, for points beyond the termini of the road, is greater by 2,407 tons than in 1859. The large falling off in Freight to Wheeling, for local consumption (Pig Iron, &c.) in 1860, makes the apparent decrease Westward. Computing, indeed, the business of that description only, (viz: to and from points *beyond the termini* of the Road,) it will be found that the Through Traffic of 1860 was larger than that of any previous year.

The following memorandum is given, to show the chief sources of the Through Trade of the Company from the West, in comparison with the year 1859, viz:

FROM	1859.	1860.	Increase.	Decrease.
Central Ohio Road.....	51,250	56,483	5,233	.....
Cleveland and Wheeling Railroad	2,756	3,995	1,239	.....
Marietta and Cincinnati Railroad.....	9,543	21,410	11,867	.....
Ohio River.....	61,871	55,446	.....	6,425
Other Sources.....	9,707	11,740	2,033	.....
Totals.....	135,127	149,074	20,372 6,425	6,425
Total Increase.....			13,947	

Of the 56,483 tons received from the Central Ohio Road, 13,049 were in Live Stock. In 1859, the Live Stock from the same source was 8,278, the increase being 4,771. The quantity of Through Produce received from the Central Ohio Road is 43,434 tons, while in 1859 it was 42,972, being an increase of 462 tons. The gross increase of Through Freight from the Central Ohio Road, as by the above table, is therefore 5,233 tons.

Of the quantity received from the Ohio River in the fore-

going table, 1,993 tons were loaded at Moundsville Station. Ordinarily, this might be regarded as a way point; but, in view of its location on the river, and near the Wheeling terminus of the Road, it is more convenient to a portion of the river trade than that station, and the business thus enumerated is as distinctly a part of the through trade as that loaded at Wheeling or Parkersburg. The Hempfield Railroad, finished from Wheeling to Washington, Pennsylvania, has contributed somewhat to the business of this Road, since it has been in working order. In 1860, (besides that to way places on the B. & O. Road,) 335 tons of Through Freight were received from this source.

The proportion of the westward Through Tonnage, for the past year, has been $33\frac{60}{100}$ per cent. of the entire through business. In 1859, it was $35\frac{80}{100}$ per cent.* and in 1858, $23\frac{30}{100}$ per cent., showing (as far, at least, as the Through Freight to and from points beyond the termini is concerned,) a continued tendency to an equalization in this traffic, so much desired for economical objects.

The aggregate revenue from Through Tonnage for 1860, (inclusive of the proportion accruing to the N. W. Va. Road,) was \$1,450,581 73; of this, \$552,553 52 was received for the Westward bound business, and \$888,028 21 for the Eastward bound. The increase in the revenue from Through Freight over that of 1859 is \$96,670 29.

The following tabular comparative statement, furnishes a clear account of the freight transferred during the past two years, between Benwood Station, (Va.)—four miles below Wheeling,—and Bellaire, (Ohio,) where the junction of this

* Deducing the freight for local use at Wheeling, &c., in 1860, from the aggregate Westward Through Tonnage, the business *for points beyond the Ohio* would show an increase of some 4,000 tons. In the Report for 1859, the Westward Through Tonnage was made up so as to exclude the freight for use at the terminal points. The proportion of Westward bound to the aggregate Through Freight was in that year but (see p. 47, second edition 33d Annual Report) 32 per cent. Including *all* the Westward Through Freight in 1859, the proportion for that year would be 35.89 as stated.

road is formed with the Central Ohio and the Cleveland Roads :

Statement of Tonnage transferred East and West between Benwood and Bellaire, during the fiscal year, ending September 30th, 1860.

MONTHS.	From the East.	From the West.		Total Mon- thly Ton'ge from West.	Total Mon- thly Ton'ge E'st & W'st
		Produce.	Live Stock.		
	Tons.	Tons.	Tons.	Tons.	Tons.
1859—October.....	3,346	3,849	976	4,825	8,171
November.....	3,549	5,075	529	5,604	9,063
December.....	3,169	3,362	1,000	4,362	7,531
1860—January.....	2,863	3,001	500	3,501	6,364
February.....	3,147	3,790	1,029	4,819	7,966
March.....	3,159	3,707	1,340	5,047	8,206
April.....	2,242	2,671	1,753	4,424	6,666
May.....	1,740	4,284	1,504	5,788	7,528
June.....	1,836	2,656	1,350	4,006	5,842
July.....	3,596	3,300	879	4,179	7,775
August.....	4,486	5,255	1,237	6,492	10,978
September.....	3,293	7,776	952	8,728	12,021
No. Tons transferred in 1860.....	36,336	48,726	13,049	61,775	98,111
No. Tons transferred in 1859.....	35,255	46,628	8,278	54,906	90,161
Making an increase of.....	1,081	2,098	4,771	6,869	7,950

The following is a similar exhibit of the business at the Parkersburg terminus of the Road :

Statement of Tonnage transferred between Parkersburg and Belpre, both East and West, (being to and from the Marietta & Cincinnati and Baltimore & Ohio Railroads exclusively,) for the fiscal year ending September 30, 1860.

MONTHS.	FROM THE EAST.	FROM THE WEST.		Total Monthly Tonnage from the West.	Total Monthly Tonnage from the East and West.
		Produce.	Live Stock.		
	Tons.	Tons.	Tons.	Tons.	Tons.
1859—October.....	547	1,662 $\frac{1}{4}$	157	1,819 $\frac{1}{4}$	2,366 $\frac{1}{4}$
November.....	604 $\frac{1}{4}$	2,280 $\frac{3}{4}$	201	2,481 $\frac{3}{4}$	3,086
December.....	560 $\frac{1}{2}$	1,502 $\frac{1}{4}$	.....	1,502 $\frac{1}{4}$	2,063
1860—January.....	387	1,148	54	1,202	1,589
February.....	366 $\frac{1}{2}$	1,133 $\frac{1}{2}$	110	1,243 $\frac{1}{2}$	1,610
March.....	780 $\frac{1}{2}$	1,874 $\frac{1}{4}$	415	2,289 $\frac{1}{4}$	3,069 $\frac{3}{4}$
April.....	521 $\frac{1}{4}$	1,362 $\frac{3}{4}$	457	1,819 $\frac{3}{4}$	2,340 $\frac{3}{4}$
May.....	1,128 $\frac{1}{2}$	1,398	565	1,963	3,091 $\frac{1}{2}$
June.....	1,061 $\frac{3}{4}$	1,434	236	1,670	2,731 $\frac{3}{4}$
July.....	785 $\frac{3}{4}$	1,474 $\frac{1}{2}$	139	1,613 $\frac{1}{2}$	2,399 $\frac{3}{4}$
August.....	1,387 $\frac{3}{4}$	1,645	70	1,715	3,102 $\frac{3}{4}$
September.....	1,321	2,013	78	2,091	3,412
Totals.....	9,452	18,928	2,482	21,410	30,862
Totals in 1859.....	4,060	.....	.....	9,543	13,603
Increase in 1860.	5,392	.....	.....	11,867	17,259

The tables in the Appendix to this Report are referred to for still further information concerning the through tonnage business of the Road, especially in regard to the commodities carried eastward and westward. The Index to these tables is published on page 79.

The Coal Trade.

The following abstract will show the extent of the Coal Trade for the past year, from the several mines upon or near to the line of this Road:—

Statement exhibiting the Quantity of Coal transported on the MAIN STEM during the fiscal year ending 30th September, 1860.

POINTS OF DEPARTURE.	Delivered at Locust Point.	Delivered at other places in Baltimore.	Delivered at Way Stations.	Total quantity Paying Freight.
Cumberland	122,639.7	11,742. 3	1,284.19	135,666. 9
Piedmont.....	210,584.5	24,262. 8	15,895.12	250,741. 5
Newburg.....		30,572. 4	1,277. 7	31,849.11
Nuzum's Mill.....		162.19	825.18	988.17
Fairmont.....		330.16	5,311. 0	5,641.16
Clarksburg.....		239.18		239.18
Wheeling			2,665. 8	2,665. 8
Aggregate	333,223.12	67,310. 8	27,259. 4	427,793. 4

STATEMENT CONTINUED.

POINTS OF DEPARTURE.	Total paying fr'gt. from each region, carried 1 Mile.	For Company's Use.	Total for Comp's use, from each region, car. 1 Mile.	Grand Total carried 1 Mile.
Cumberland.....	23,965.865			23,965.865
Piedmont.....	50,522.103	53,616.10	7,484.777	58,006.880
Newburg	8,156.602	12,970.00	170.346	8,326.948
Nuzum's Mill.....	77.675			77.675
Fairmont.....	596.855			596.855
Clarksburg.....	66.881			66.881
Wheeling	67.512	7,923.00	50.583	118.095
Aggregate	83,453.493	74,509.10	7,705.706	91,159.199

The quantity of coal hauled in 1859, and paying freight to the Company, was 343,729 tons, while in 1860, as above, it is shown to have been 427,793 tons, or an increase of 84,064 tons,—equal to $24\frac{45}{100}$ per cent. In 1858, the quantity was 332,797 tons, or 94,996 tons less than in 1860, although the trade of 1860 was not so large as that in 1857, before

the financial revulsion of that year. In addition to the above returns for 1860, there were 4,725 tons of Coal hauled from the Clarksburg Mines, on the Northwestern Virginia Road.

The revenue from the Coal Trade, on the Main Stem, in 1860, was \$1,093,195 84, while in 1859 it was \$875,952 50;* the increase for the past year being \$217,243 34, or 24.8 per cent.

Evidences of an enlarged demand for the superior semi-bituminous Coals, from the Cumberland, George's Creek, and other mining regions on the Baltimore and Ohio Road, are offered in the further success with which this article has been used for the past season, as a fuel for locomotive engines. Numerous Eastern railroad companies have fairly tried and fully approved it for this object, and report it as possessing great advantages in economy, either when compared with Wood or with other Coal. The New York and Erie, the Hudson River, the Boston and Maine, the Eastern, the Kennebec and Portland, the Boston and Providence, the Boston and Worcester, the Philadelphia, Wilmington and Baltimore, and other Eastern roads, have thus endorsed its value. Nor has its merit as a locomotive fuel, been entirely overlooked by the Western railroad companies. Intelligent officers of several of the leading lines in Ohio and Kentucky, are at this time contemplating its use on their lines, for which ample facilities are at their command for its transportation through Parkersburg, or Wheeling, in good condition and at moderate rates.

The Gas Coal from the Newburg, Fairmont, and Clarksburg Mines, has also received a renewed approval; and its consumption has increased during the last few months, with prospects for a permanent and much more enlarged demand.

Live Stock Trade.

The figures under this head present remarkable results. The entire tonnage of the Live Stock Trade, for 1860, is

*This is the true aggregate of the Coal Revenue on Main Stem, instead of \$834,380.95 given in that year's Report. The discrepancy (of \$41,571.55) arose from the omission of the returns from the Local Coal Trade, and the Baltimore Streetage, all which is included in the aggregate Coal Revenue for 1860.

36,359 tons, (excepting that delivered at Local Stations,) against 26,458 tons in 1859,—the increase for the past year being 9,891 tons. Of this increase, 7,517 tons is in Through Stock Trade, and the remaining 2,374 tons is from the Local Stations. The aggregate number of hogs brought to Baltimore in 1860 is 140,271, against 137,175, in 1859, showing an increase of 3,096 head.

The Cattle business, both Local and Through, has been materially extended. The number of head of Cattle loaded at Wheeling has been 9,873, as against 3,317 in 1859. At Parkersburg, there was loaded 8,369 head, as against 5,179 in 1859. The aggregate tonnage of Through Cattle last year was 10,570, as against 5,222 tons in 1859,—the increase being 5,348 tons, or 102⁴¹/₁₀₀ per cent. In 1858, the Through tonnage was 2,716.

The following table will exhibit more clearly the progress of the Cattle trade during the past three years:—

Statement showing the number of HEAD OF CATTLE from THROUGH AND WAY POINTS to Baltimore, during the past three fiscal years, ending Sept. 30, 1860.

YEARS.	From Local Stations	THROUGH.		Total Through.	Grand Total.
		Wheelng.	Parkersb'g.		
1858.....	7,462	3,258	2,174	5,432	12,894
1859.....	10,747	3,317	5,179	8,496	19,243
1860.....	13,709	9,873	8,369	18,242	31,951

Nor should this extraordinary accession of Through Trade in so important a feature, be regarded as temporary or casual. It is simply the result of efforts made by this Company, and its connecting lines forming the "Baltimore and Ohio Route," from Southern and Central Ohio, Indiana, Illinois, and Kentucky, to Baltimore, Philadelphia, and New York. This trade, which has now grown very large from the demand caused by the increasing population of the Atlantic cities, has heretofore sought the more Northern lines, in view of their having been the first completed to the West. It is but now, since the proper facilities for transfer of cattle, feeding, etc., have been matured, that the shippers are turning their attention to what they must regard as the most direct,

as well as the most natural and convenient route, even to their largest market, the City of New York.

A better idea of the general sources and divisions of the Live Stock Trade, of all descriptions, may be had by the following abstract, giving the number of head and the tonnage from the Northwestern Road, as well as the Main Stem.

Live Stock, from and by the MAIN STEM to Baltimore, for the fiscal year ending September 30, 1860.

FROM.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Wheeling, (Including } that transferred at Benwood. }	73,671	7,802	12,929	545	1,730	831	9,873	5,871
All other Points....	23,291	2,593	24,303	1,112	1,911	956	7,282	3,641
Total	101,964	10,395	37,232	1,657	3,641	1,787	17,155	9,512

LIVE STOCK FROM AND BY THE NORTHWESTERN VIRGINIA ROAD.

FROM.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Parkersburg.....	31,804	3,405	13,297	582	391	208	8,369	4,699
Way Points.....	6,506	572	4,206	200	27	21	6,607	3,318
Total.....	38,310	3,977	17,503	782	418	229	14,976	8,017
RECAPITULATION...	}		Number of Tons from Main Stem.....				23,353	
			" " " Northwestern Virginia Road.				13,006	
			Total number of Tons.....				36,359	

Tables DD, EE, and FF in the Appendix give statistics in detail concerning the Live Stock business of the past year.

The Flour Trade.

There has not been a large variation in the aggregate, under this head, for the past year. The total number of barrels brought to Baltimore has been 820,525½. In 1859, it was 784,574,—the increase in 1860 being 35,951½ barrels. The quantity of Through Flour (from points upon or beyond the Ohio river) has been 352,413. In 1859, it was 463,067 barrels, showing a decrease of 110,654 barrels. From local sources on the Main Stem, the receipts at Baltimore for 1860 are 423,394½ barrels, and from the Washington Branch,

44,318 barrels, as against 287,790½ and 31,647 barrels respectively in 1859, showing an increase of 135,604 barrels in the Main Stem local trade, and 12,671 in that of the Washington Branch.

The following comparative recapitulation will show in number of barrels the sources of the Flour trade for 1860 and 1859 :—

From.	1860.	1859.	Increase.	Decrease.
Main Stem (local).....	423,394½	287,790½	135,604	.....
Wheeling	2,557	12,974	.....	10,317
Benwood	128,349	163,765	.....	35,416
Parkersburg	221,507	286,328	.....	64,821
“ (way).....	300	2,069½	.....	1,769½
Total	776,207	752,927	135,604	112,323½
Washington Branch	44,318	31,647	12,671	.....
Whole Total.....	820,525½	784,574	148,275	112,323½
			112,323½	
Total increase in 1860.....			35,058½	

Further specific information on this subject will be found in table CC, in the Appendix to this Report.

Transportation of Cotton.

There has been a considerable development in this item of the Through Transportation on the Road during the past year. In 1859, the number of bales hauled was 6,888, while during the past year it has been 14,181 bales, showing an increase of 7,293 bales, or 105⁸⁷/₁₀₀ per cent. In 1858, the number of bales brought by the Road was but 3,014. All of this business,—with the exception of about 2,000 bales for local consumption,—was destined for the Eastern manufacturers, or for shipment to Europe.

The extent to which this great staple is moved, from the Southern and Southwestern States, would hardly be realized without an examination of the most reliable statistics. For several years past, that portion of it which is shipped from Western Tennessee has shown a tendency to seek the seaboard of the Eastern and Middle States, by way of the Ohio river and the railroad lines leading Eastward from it. In

the statistical year of 1860, ending with the 1st September last, the total crop of the United States was 4,670,417 bales. Of this, there were shipped from the Memphis and Nashville markets 422,448 bales. Of this, 111,126 bales went by the Ohio river, and thence, by the lakes, canals, and railroads, to the East. In 1859, the quantity was 90,074 bales; in 1858, it was but 28,800 bales.*

In view of the disposition shown by the shippers to compress packages of Cotton into such dimensions as will enable it to be carried more economically, and in view, also, of the tendency towards such an increase in its extent as to offer a steady source of business to the railroads,—sufficient to enable them to make special provision for its carriage,—it is likely to become a much larger item in the Through trade of this line hereafter. Had the Company possessed the power to re-ship Cotton to Europe from Baltimore, on advantageous terms, during the past year, and had it specially invited this trade for that destination, it is believed that the business would have been more than quadruple that shown in the above return.

* The Cotton received at Memphis alone, according to "De Bow's Review," during the year ending 31st of August last, was as follows:

Received by Charleston Railroad.....	207,809	bales.
" " Ohio " 	56,418	"
" " Mississippi " 	64,675	"
" " L. Rock " 	1,716	"
" " River.....	42,692	"
Total.....	373,310	

The Shipment of Cotton from Memphis during the same period, was as follows:

By New Orleans.....	263,589	bales.
Ohio River.....	111,126	"
St. Louis.....	16,767	"
Norfolk, Va.....	160	"
Total.....	391,642	"

In order to show the increase of the up River Trade from the Memphis Market, the shipments for the last nine years are given. The figures in this case, however, come to the 1st of July, 1860, only:

	N. Orleans	Up River.	Total.		N. Orleans	Up River.	Total.
1851—52	154,734	16,707	171,430	1856—57	243,861	30,184	274,045
1852—53	170,535	22,521	193,056	1857—58	204,221	28,800	233,021
1853—54	154,364	23,156	177,517	1858—59	238,366	90,074	328,440
1854—55	193,153	16,427	209,580	1859—60	267,129	105,548	372,667
1855—56	270,937	34,306	305,243				

The Lumber Trade.

This feature of the Local business of the Road continues to be a source of considerable revenue. In 1859, there were 22,730 tons of Lumber brought to Baltimore,—in 1858, but 8,127 tons. During the past year, the quantity is 23,321 tons, showing an increase of 523 tons over 1859.

But for the scarcity of vessels at Baltimore, in which to ship the heavy timber, and other descriptions of this trade, to other ports in this country and Europe, a very large further increase of the tonnage to Baltimore, from the mountain divisions of the Road, would have been made. As it was, however, the quantity of Timber thus shipped at Locust Point Station, Baltimore, was 9,447 tons in 1860, being slightly in excess of that in 1859, which was 9,427 tons.

Miscellaneous Local Trade.

There has been a considerable increase in the general local freight business of the Road during the past year. Independent of the large increase in that portion of the Local Trade carried to Baltimore, (such as flour, etc.,) the comparative Tables of Tonnage and Mileage, given in the preceding pages, present a very considerable increase in the "Way to Way" Freight, and indicating a generally healthy condition of the Local business of the Road. By these tables, it will also be observed that, while the Tonnage of the General Local Trade (excluding Coal only) shows an increase of 23,042 tons, or $9\frac{2}{100}$ per cent., the revenue upon this character of business has increased but \$13,581 64, or $1\frac{53}{100}$ per cent. This is accounted for by the greater number of the shorter hauls, and is also owing, in part, to reduced rates of freight. Among the reductions recently arranged by the Company upon its Local charges, the general provision for the cheaper carriage of Manures, Hay, etc., for the further encouragement of the Agricultural interest, may be mentioned.

The Delivery of Cars at Baltimore.

The number of loaded Cars brought to the several Stations at Baltimore, during the past year, has been 84,590. In 1859, it was 72,511, the increase in 1860 being 12,079. The number arriving from the Main Stem was 80,583, and from the Washington Branch 4,007. Of the whole number, 46,268 contained Coal, and 38,322 Merchandise and Miscellaneous Tonnage,—the increase in the Cars of Coal being 9,873, and of other freight 2,206. The number of Cars delivered in the streets of the City, at the premises of the consignees, or at the Stations of the other Roads, was 20,357. In 1859, it was 17,748, showing an increase in 1860 of 2,609 so delivered.

Notwithstanding this increase in the Street Work, the aggregate expense of the horse-power service in the City has been reduced by \$1,891 52,—the amount being but \$32,560 50 in 1860, against \$34,452 02 in 1859. The cost per Car so delivered has been \$1.59⁹⁵/₁₀₀, while in 1859 it was \$1.96,—showing an apparent falling off in the cost of this service of .33⁵/₁₀₀ per car. While the horses have been severely taxed for portions of the year, in doing the heavy work assigned to them, their condition and value have been fairly maintained. Indeed, by careful estimate, the value of the stock now on hand for this service is \$20,696 50, against \$18,950 45 at the same date in 1859. It must be remarked, however, that considerable relief has been afforded, during the past year, by the slightly increased extent to which locomotive power has been used for regulating these Cars at Mount Clare, and for hauling them in the streets at night, and which, in seasons of heavy trade, has greatly facilitated the Company's operations in delivering and returning the Cars.

The following customary tabular statement on this subject is presented :—

Statement showing the **Whole Number of Loaded Cars transported to Baltimore** over the *B. & O. R. R.* (from Main Stem, N. W. Va. Road, and Washington Branch) and how distributed, during the year ending Sept. 30th, 1860.

		WHERE DELIVERED.				TOTALS.			
		Streets of the City.	Camden Station.	Mount Clare.	Locust Point.	From Main Stem.	From Wash'n Branch.	Cars with Coal.	Cars with general Mdse.
1859.									
Oct'r, MS	Freight	1,749	378	431	502	7,915	4,855	3,060	
	Coal	16	168	185	4,486				
WB	Freight	69	195	6	41		311	311	
Nov'r, MS	"	1,667	384	469	727				
	Coal	20	169	232	3,485	7,153	3,906	3,247	
WB	Freight	97	198	9	24		328	328	
Dec'r, MS	"	1,387	221	578	504				
	Coal	19	178	210	2,644	5,741	3,051	2,690	
WB	Freight	74	205	10	28		317	317	
Jan'y, MS	"	1,448	195	413	120				
	Coal	54	121	237	1,315	3,903	1,727	2,176	
WB	Freight	99	232	10	23		364	364	
Feb'y, MS	"	1,507	356	498	154				
	Coal	50	151	150	1,454	4,320	1,805	2,515	
WB	Freight	58	204	9	3		274	274	
Mar. MS	"	1,947	564	439	179				
	Coal	72	128	224	2,953	6,506	3,377	3,129	
WB	Freight	77	220	7	—		304	304	
April, MS	"	1,342	438	454	395				
	Coal	43	174	175	3,323	6,340	3,715	2,625	
WB	Freight	65	198	10	44		317	317	
May, MS	"	1,551	716	469	599				
	Coal	43	159	286	4,950	8,773	5,438	3,335	
WB	Freight	69	233	4	39		345	345	
June, MS	"	1,187	875	398	408				
	Coal	41	192	206	3,887	7,194	4,326	2,868	
WB	Freight	60	173	2	25		260	260	
July, MS	"	1,061	557	295	404				
	Coal	19	141	203	4,652	7,332	5,015	2,317	
WB	Freight	88	210	21	11		330	330	
Aug. MS	"	1,887	496	349	256				
	Coal	17	195	252	4,766	8,218	5,230	2,988	
WB	Freight	119	323	2	7		451	451	
Sept'r, MS	"	2,205	393	361	406				
	Coal	31	120	262	3,410	7,188	3,823	3,365	
WB	Freight	119	266	7	14		406	406	
Whole number..		20,357	10,118	7,877	46,238	80,583	4,007	46,268	38,322
Increase		2,609		2,223	8,165	11,741	338	9,873	2,206
Decrease			918						

*NOTE.—The Coal delivered at Mount Clare Station was chiefly for the Company's use.

EXPENSES OF TRANSPORTATION.

The following Table gives a distinct enumeration of the expenses chargeable to this Department in 1860, with a detailed comparison in each item with the same expenditures in 1859, viz:—

Statement showing the Expenses of Transportation on the Main Stem, for the year ending 30th September, 1860, as compared with same items for fiscal year of 1859.

	1860.	1859.
Agents and Clerks.....	\$39,519 89	\$45,072 29
Passenger Conductors, Brakemen and Baggage Masters.....	25,221 92	26,762 48
Tonnage Conductors and Brakemen....	93,228 46	92,099 35
“ Enginemen.....	72,541 56	71,529 11
“ Firemen.....	41,059 19	40,454 17
Passenger Enginemen.....	22,396 28	21,703 35
“ Firemen.....	10,329 68	10,871 66
Tonnage Teamsters.....	9,305 85	13,213 44
Passenger Teamsters.....	1,519 00	1,415 00
Depot Laborers, handling Cars and Freight.....	40,030 71	49,080 96
Maintenance and Renewal of Stock and Harness.....	16,907 13	17,641 02
31,390 Gallons of Oil.....	20,402 31	40,651 77
42,715 Pounds of Tallow.....	4,617 02	6,059 13
46,116 “ of Cotton Waste.....	4,861 24	6,386 56
Stationery, Printing & Advertising....	9,967 72	10,797 56
Gas Light and Candles.....	1,303 80	1,567 86
Ethereal Oil.....	6,334 61	4,839 70
Miscellaneous and Contingent.....	7,829 81	11,384 46
Eastern and Western Agencies.....	43,082 40	52,285 05
Telegraph Operators.....	9,958 63	9,672 11
	\$480,467 26	\$533,487 03

It will be seen that the gross expenses of Transportation on the Main Stem, for 1860, amount to \$480,467 26, while in 1859, the cost of the same items was \$533,487 03,—the decrease in 1860 being \$53,019 77, or a falling off of $9\frac{93}{100}$ per cent. In considering this result, it will not be overlooked that the business of the Road, during the past year, was increased over that of 1859 by $13\frac{62}{100}$ per cent. in Tonnage, and $12\frac{77}{100}$ per cent. in Mileage.

The management of the Fuel for Locomotives (an important item of expenditure, generally ranging under the

Transportation head,) has been assigned, for the past three years, to the Machinery Department of our service, in view of their more immediate control of the modes of its consumption, in connection with the general economy of working the engines.

The materials, etc., remaining on hand, and belonging to the Transportation accounts of this date, are valued at \$2,918 89. At the date of the last Annual Report, the same items amounted to \$5,727 16.

Proportion of Expenses to Revenue.

The Auditor's books give the following general division and aggregate of the working expenses of the Main Stem for the fiscal year of 1860, viz:—

In the Road Department.....	\$489,279 28
“ Machinery “	609,371 90
“ Transportation Department.....	480,467 26
General Expenses.....	32,730 08
Losses by Accident.....	4,766 81

Total\$1,616,615 33

The revenue from all sources on the Main Stem, as already shown in table A of this Report, is \$3,922,202 94. The expenses, therefore, as above shown, bear a proportion to the revenue of the past year of $41\frac{21}{100}$ per cent. In 1859, it was $46\frac{55}{100}$; in 1858, $65\frac{63}{100}$; and in 1857, $59\frac{79}{100}$.

NORTHWESTERN VIRGINIA ROAD.

The gross revenue of this portion of the line, during the past year, is \$269,208 12. In 1859, it was \$240,171 29,—the increase for the past year being \$29,031 82, or $12\frac{8}{100}$ per cent.

During the first quarter of the last fiscal year, the Union Railroad, between Scott's Landing, (on the Ohio river, four miles below Marietta) and Belpre, opposite Parkersburg, was completed. Since last January, therefore, the southeastern terminus of the Marietta and Cincinnati Railroad has been brought within a most convenient vicinity to the station of this Company at Parkersburg. The results of this improvement,

in the enlarged interchanges of business between the two roads, are fully set forth in this Report.

PASSENGER BUSINESS.—N. W. VA. ROAD.

The revenue from passengers on this part of the line, in 1860, is \$41,357 20, being \$1,037 07 more than in 1859.

Of through passengers, (being such as traverse the entire length of both Northwestern Virginia Road and Main Stem,) the number in 1860 is 3,870, while in 1859 it was 4,353, showing a falling off of 483 passengers. This result is more than accounted for by the fact that 1,211 less emigrants for the West, took the river at Parkersburg than in 1859.

The increase expected in the through travel, by reason of the much improved connection at Parkersburg with the Marietta Road, and the better arrangement of the schedule of trains between the two roads, has not been, so far, realized. The whole number of Eastward-bound through passengers, by way of Parkersburg, both from the river and Marietta Railroad, is but 1832, or 176 more than in 1859, when the number was 1,656. Deducting the falling off in emigrants, above explained, there has been an increase in the through travel Westward, by way of Parkersburg, of 562 in 1860, the number being 2,038 to 2,687 in all in 1859.

There has been a falling off in the local travel of the Northwestern Road during the past year. The average distance traveled by local passengers on that line, in 1860, is $35\frac{56}{100}$ Miles.

TONNAGE BUSINESS.—N. W. VA. ROAD.

The tonnage revenue accruing upon the business of the Northwestern Virginia Railroad, for 1860, is \$227,845 92. In 1859, it was \$199,851 16, showing an increase in the past year of \$27,994 76, which is equal to 14 per cent. of the tonnage revenue of 1859.

The number of tons of freight hauled on the Northwestern Virginia Road, in 1860, is 133,100, of which 105,682 tons was of through freight between the Ohio river and Baltimore, and 12,903 tons was in local business, to and from the Main Stem, leaving 14,515 tons in local to local business,

exclusively on the Northwestern Road. The increase in the number of tons, of all kinds, has been 20,114, of which 12,313 was in the through, and 7,801 in the local, while of that hauled exclusively on this line the increase is 5,339 tons.

Of the revenue from tonnage, \$183,775 04 is from through freight, \$10,400 from mails and express, and \$33,670 88 from the local freight.

The table published upon page 58, under the head of Main Stem Tonnage, giving the sources of the Eastward bound through business of the Road for 1859 and 1860, will explain the variation in the contributions of the Marietta and Cincinnati Railroad and the Ohio river respectively, at Parkersburg. It will be noticed that the interchange of freight between the Baltimore and Ohio and Marietta and Cincinnati Roads, has very largely increased, in both directions, during the year.

The tables of Tonnage and Mileage, and also of Commodities, both in the preceding pages of the text, and in the Appendix, will furnish ample details of the business of this line.

REVENUE AND EXPENSES.

The Treasurer's and Auditor's statements show the following division and aggregate of the expenses for working the Northwestern Road for 1860, viz :—

Expenses of the Road Department	\$73,234 59
“ “ Machinery Department.....	61,219 57
“ “ Transportation Department.....	57,635 17
General Expenses.....	2,216 16
Losses by Accident.....	618 80
Total.....	<u>\$194,586 65</u>

In 1859, the entire expenses were \$198,270 58. A falling off is thus shown, over the past year, of \$3,683 93. The total revenue for 1860 being \$269,203 12, the ratio of working expenses to the same is $72\frac{23}{100}$ per cent. In 1859, this proportion was $82\frac{53}{100}$; and in 1858, it was $102\frac{12}{100}$ per cent.,

showing a progressive improvement in the net proceeds upon this part of the line.

Expenses of Transportation.

The following comparative statement will show the details of the expenses, under the Transportation head on the Northwestern Virginia Road, during the past year, as well as for 1859, viz:—

Statement showing the Expenses of Transportation on the Northwestern Virginia Railroad, for the year ending 30th September, 1860, as compared with the same items for the fiscal year 1859.

	1860.	1859.
Agents and Clerks.....	\$7,336 41	\$7,335 50
Tonnage Conductors and Brakemen.....	5,849 20	5,537 69
Passenger Conductors, Baggage Masters, and Brakemen	2,650 25	2,674 86
Tonnage Enginemen.....	5,590 75	5,071 60
Passenger Enginemen.....	2,225 60	2,113 50
Tonnage Firemen.....	3,183 35	2,887 90
Passenger Firemen.....	983 35	942 38
Depot Laborers.....	13,745 27	11,593 56
5,162 Gallons Oil.....	3,045 50	2,845 44
16,446 Pounds of Tallow	1,644 60	1,936 96
11,821 Pounds of Cotton Waste	1,182 10	1,102 50
Stationery, Printing and Advertising.....	1,070 73	859 48
Etherial Oil.....	1,210 00	382 80
Miscellaneous and Contingent.	635 00	708 75
Eastern and Western Agencies.....	5,983 65	2,828 90
Telegraph Operators.....	1,213 81	1,209 90
Gas Rent and Candles.....	85 60	143 55
Total.....	\$57,635 17	\$50,175 27

By this table, it is shown that there has been an increase in the cost of the items given of \$7,459 90 over 1859.

THE WASHINGTON BRANCH RAILROAD.

The gross revenue on this part of the line, for 1860, is \$462,880 44. In 1859, it was \$442,219 53, there being an increase in that of 1860 of \$20,660 91. The returns from the passenger service have been \$361,026 57, against

\$335,256 57 in 1859, showing an increase in 1860 of \$25,770. The returns from tonnage,—including mails and express,—have been only \$101,853 87, while in 1859 they amounted to \$106,962 96, proving a decrease of \$5,109 09, which, deducted from the increase in passenger revenue, gives the net increase of \$20,660 91, as stated above.

PASSENGER BUSINESS.—W. BRANCH.

The whole number of passengers carried in 1859, on the Washington Branch Road, was 353,349, and in 1860 it was 392,809, proving an increase last year of 39,460, of which 10,721½ is in such as traveled over the whole line between Baltimore and Washington; 565 in Western travel, between Washington Junction (with Main Stem) and Washington; and 28,739½ in way travel,—of which latter, 24,978 were to and from the Annapolis Junction.

The whole number of passengers between Baltimore and Washington, during the past year, was 213,739½. Of these, 84,202 were upon single tickets, bought for trips between the two cities, while 24,440 traveled upon round trip tickets—the latter showing an increase of 5,528 passengers. Deducting the two last description of tickets—which may be called local travel between Baltimore and Washington—there remain 105,097½ passengers between the two cities, who are classed under the head of through travel—53,454 of whom are to and from the South, and 51,643½ between Washington and the Eastern cities.

TONNAGE BUSINESS.—W. BRANCH.

The aggregate number of tons hauled upon the Washington Branch Road, in 1859, was 78,489. In 1860, it was 84,684 tons, being an increase in the past year of 6,195 tons. The number of tons of through freight, (being such as passed between the Cities of Baltimore and Washington,) in 1858, was 37,938 tons, and in 1859 it was 31,114 tons, while in 1860 it was 28,783, showing a decrease in the past

year of 2,331 tons from 1859, and 9,185 from 1858. Of the through freight in 1860, 26,114 tons was carried from Baltimore to Washington, and but 2,669 tons from Washington to Baltimore.

Deducting the through freight from the aggregate, as above, it shows the large relative proportion of 55,901 tons to have been carried to and from intermediate stations, of which 24,621 tons was sent to Baltimore and 21,810 tons from Baltimore, leaving but 9,470 tons hauled exclusively upon the Washington Branch from local to local stations, and from local stations to Washington City.

The continued falling off in the tonnage between Washington and Baltimore, as shown above, is only a further evidence of the loss of trade to the Road and to the two Cities named, for the want of the desired union with the system of Virginia Roads, by means of the projected Railroad connection through Washington.

The following remarks on this subject, made in the last Annual Report, have still more force than when uttered, viz :—

“Strong evidence has been given us during the past year of the rapidly growing necessity for an improved connection at Washington with the lines running through Eastern and Central Virginia, and reaching to the adjoining Southern States. Independently of the long obvious need of some such arrangement for the great mass of travel between Washington and the South,—there is much inconvenience felt by the people of Washington, as well as by the mercantile interests of Baltimore, for the want of a close and reliable railroad connection through the former city. While the transfer of passengers and their baggage and the mails may be made between the present Station at Washington and the lines at Alexandria and Acquia Creek, as heretofore—with an endurable degree of risk, inconvenience and loss of time—it is almost impracticable to undertake any extended freight movement by the same imperfect means. The result is, that the business of Washington and Alexandria, as well as that of Baltimore, is seriously emcarrassed, and no efforts are likely to increase it much, until this barrier is removed, and a proper connection made either through or around the city of Washington.”

REVENUE AND EXPENSES.

The following table of comparative details will show the Transportation Expenses on the Washington Branch during the past fiscal year, viz :

Statement showing the Expenses of Transportation on the Washington Branch of the Baltimore and Ohio Railroad, for the year ending 30th September, 1860, as compared with same for Fiscal Year of 1859.

	1860.	1859.
Agents and Clerks.....	\$12,746 64	\$10,462 67
Passenger Conductors, Brakemen and Baggage Masters.....	6,596 20	6,449 25
Tonnage Conductors and Brakemen.....	2,557 25	2,193 40
Tonnage Enginemen.....	2,303 75	2,099 77
“ Firemen.....	1,145 85	1,038 85
Passenger Enginemen.....	3,533 75	3,410 90
“ Firemen.....	1,840 75	1,777 00
Depot Laborers.....	11,564 10	11,838 86
Maintenance and Renewal of Stock & Harness.	2,726 15	3,985 60
4,245 Gallons of Oil.....	2,504 26	2,762 20
7,058 Pounds of Tallow.....	705 84	842 00
9,585 “ of Cotton Waste.....	958 50	1,382 60
Stationery, Printing and Advertising.....	2,731 93	2,825 75
Gas Light and Candles.....	984 25	1,445 07
Ethereal Oil.....	388 88	98 70
Miscellaneous and Contingent.....	2,414 85	4,990 07
Eastern and Western Agencies.....	5,710 50	5,185 62
Rent of Station Buildings, Machine Shops, &c.	24,253 34	17,126 67
	\$85,666 78	\$79,914 98

This statement shows that there has been an increase in the expenses of transportation on the Washington Branch, during the past year, of \$5,751 80.

By the Auditor's books, the following elements of the general expenditures, on account of the Washington Branch road, appear, viz :

In the Road Department.....	\$28,389 28
“ Machinery “	47,710 31
“ Transportation Department.....	85,666 78
General Expenses.....	11,038 39
Losses by Accident.....	237 57
Total.....	\$173,042 33

The whole revenue of the Washington Branch being \$462,880 44, and the expenses, as above, \$173,042 33, the

net revenue proves to be \$289,838 11, and the ratio of working expenses to revenue $37\frac{28}{100}$ per cent. In 1859, this ratio was $39\frac{28}{100}$ per cent. and in 1858 it was $42\frac{12}{100}$, showing a gradual improvement in the net results upon this part of the line, as well as upon the Main Stem and Northwestern road.

GENERAL REMARKS.—Conclusion.

In closing this Report, it may not be improper to call attention to the "General Remarks" given in the Transportation Report of 1859, offering some explanation of the manner in which the "extraordinary results" of that year, in relation to the net proceeds, had been secured. The leading measures of economy that had been practised in working the Road were briefly specified in that Report; and it may be noticed here that another year's experience has not only confirmed their value, but has enabled the Company to show a still further improvement, by their continued careful observance.

It is a source of much satisfaction to observe that another year has been added to the long period during which the Road has enjoyed a complete exemption from personal injury to passengers on its passenger trains. Since the last instance in which a passenger has been killed on the Road, nearly eight years has elapsed, and the great number of 4,673,915 passengers have been carried on the Company's lines without injury.

It must not be overlooked in all this, that whatever credit is due for such results belongs alike to the other branches of the service, and that, as far as this Department is concerned, its assistant officers, agents, and men, in all ranks, fully shared in the efforts which have been so successfully applied, and now deserve this renewed remembrance.

Respectfully submitted, by

W. P. SMITH,

Master of Transportation.

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TABLES

REFERRED TO IN

THE FOREGOING REPORT

OF THE

MASTER OF TRANSPORTATION.

TABULAR STATEMENT SHOWING THE

NUMBER OF PASSENGERS CARRIED FROM EACH STATION

Upon the line of the BALTIMORE AND OHIO and NORTH-WESTERN VIRGINIA RAILROADS, for the fiscal year ending September 30th, 1860, with the same reduced to Passengers carried one Mile.

E.—MAIN STEM.

LOCAL TRAVEL.

Passengers carried one Mile, for the year ending September 30, 1860.

STATIONS.	Passengers East.	Passengers West.	Total Passengers East & West.	Passengers 1 Mile East.	Passengers 1 Mile West.	Total Passen- gers 1 Mile East and West.
Baltimore		82,000	82,000	.....	3,904,181	3,904,181
Washington Junction...	39,227	9,691	48,918	356,591	955,562	1,312,153
Avalon	123	326	449	957	1,710	2,667
Illchester	1,325	248	1,573	17,817	972	18,789
Ellicott's Mills	18,818	2,785	21,603	260,901	54,490	315,391
Elysville	1,289	314	1,603	14,429	4,827	19,256
Woodstock	769	155	924	17,331	2,681	20,012
Marriottsville	1,026	234	1,260	21,714	6,118	27,832
Sykesville	2,230	1,262	3,492	62,082	17,391	79,473
Hood's Mill	981	373	1,354	27,911	13,372	41,283
Woodbine	1,518	254	1,772	45,968	6,955	52,923
Plane No. 1	115	32	147	4,070	1,004	5,474
Mount Airy	1,338	553	1,891	50,772	17,036	67,808
Plane No. 4	283	124	407	10,911	2,686	13,597
Monrovia	1,268	1,052	2,320	52,058	21,553	73,611
Ijamsville	386	353	739	13,549	5,474	19,023
Monocacy	622	1,218	1,840	30,499	18,021	48,520
Frederick	11,630	4,614	16,244	565,881	195,964	761,845
Lime Kiln	175	568	743	1,505	9,094	10,599
Buckeystown	342	154	496	5,221	4,413	9,634
Davis' Warehouse	909	202	1,111	16,662	5,498	22,160
Point of Rocks	1,310	745	2,055	53,962	37,480	91,442
Catoctin Switch	170	64	234	3,974	1,056	5,030
Berlin	682	414	1,096	24,185	13,041	37,226
Knoxville	894	382	1,276	36,731	13,455	50,186
Harper's Ferry	9,471	3,250	12,721	591,064	208,090	799,154
Duffield's	807	328	1,135	20,470	8,389	28,859
Kerneysville	1,015	698	1,713	50,290	30,890	71,878
Vandlivesville	150	97	247	5,516	1,499	7,015
Martinsburg	4,135	3,248	7,383	184,270	171,181	355,459
North Mountain	1,143	410	1,553	21,930	22,619	44,550
Cherry Run	387	149	536	17,050	12,756	29,806
Sleepy Creek	195	41	236	7,111	916	8,027
Hancock	825	533	1,358	39,044	30,328	69,372
Sir John's Run	869	425	1,294	52,743	25,296	78,029
Great Cacapon	220	72	292	5,375	2,165	7,540
Orleans Road	182	159	341	4,153	5,170	9,323

E—Continued.

STATIONS.	Passengers	Passengers	Total	Passengers	Passengers	Total
	East.	West.	Passengers East & West.	1 Mile East.	1 Mile West.	Passen- gers 1 Mile East and West.
No. 12 W. Station.....	74	114	188	1,956	2,385	4,341
Paw Paw.....	211	224	435	7,938	16,051	23,989
Little Cacapon.....	25	25	50	1,072	740	1,812
South Branch.....	70	294	364	4,762	12,116	16,878
Green Spring Run.....	270	419	689	27,996	10,337	38,333
Patterson's Creek.....	114	378	492	7,409	6,913	14,322
Cumberland.....	4,668	4,039	8,707	459,569	191,129	650,698
Brady's Mill.....	542	318	960	10,241	11,731	21,972
Rawling's W. Station..	415	157	572	5,212	2,975	8,187
Black Oak Bottom.....	134	138	272	1,917	1,383	3,300
New Creek.....	947	1,187	2,134	58,576	57,337	115,913
Piedmont.....	2,437	1,450	3,887	119,594	72,480	192,174
Bloomington.....	131	233	364	3,747	5,564	9,311
Frankville.....	98	30	128	1,394	702	2,114
Swanton.....	209	173	382	9,789	3,297	13,086
Altamont.....	140	126	266	5,508	1,596	7,104
Oakland.....	1,516	789	2,305	129,312	32,865	162,177
Hutton Switch.....	123	36	159	3,117	946	4,063
Cranberry Summit.....	387	381	768	22,054	12,655	34,709
Rowlesburg.....	436	1,341	1,777	32,335	25,396	57,731
Tunnelton.....	482	589	1,071	21,192	10,255	31,447
Newburg.....	1,058	714	1,772	33,013	17,320	50,333
Independence.....	174	479	653	7,422	7,750	15,172
Thornton.....	141	201	342	5,215	3,390	9,605
Grafton.....	4,677	2,086	6,763	666,063	126,582	792,645
Fetterman.....	242	353	595	14,781	8,988	23,769
Valley River Falls.....	120	80	200	2,787	1,815	4,602
Benton's Ferry.....	186	208	394	7,870	2,622	9,492
Fairmont.....	1,903	1,571	3,474	155,868	62,478	218,346
Barracksville.....	103	130	233	1,633	2,392	4,025
Farmington.....	239	268	507	5,007	4,916	9,923
Mannington.....	1,011	411	1,422	20,193	17,133	37,326
Glover's Gap.....	93	34	127	1,757	1,174	2,931
Burton.....	130	402	532	7,211	15,086	22,297
Littleton.....	108	249	348	5,468	7,629	13,097
Board Tree Tunnel.....	6	100	106	119	3,186	3,305
Bellton.....	48	267	315	1,434	5,919	7,353
Cameron.....	498	2,157	2,655	31,818	47,142	78,960
Easton's Siding.....	119	475	594	2,317	7,640	9,957
Roseby's Rock.....	75	494	569	1,225	5,510	6,735
Moundsville.....	2,729	4,643	7,372	208,414	49,421	257,835
Benwood.....	2,822	2,318	5,134	369,832	8,669	379,501
Wheeling.....	13,754	.....	13,754	948,617	.....	948,617
Total Pass. and Miles..	150,738	137,761	288,499	6,154,275	6,715,033	12,869,308

NOTE.—The foregoing Table, includes only what is termed the "Local" travel, but embraces all the Tickets sold at Baltimore for Wheeling, Benwood and Parkersburg, and those sold at those places for Baltimore, numbering in the aggregate 4,742.

E—Continued.

MAIN STEM—THROUGH TRAVEL.

ANALYSIS OF THE THROUGH TRAVEL OVER THE MAIN STEM, FOR
THE FISCAL YEAR ENDING SEPTEMBER 30, 1860.

*WESTWARD to all Points beyond the Termini of the Road—including
Tickets from Boston, New York and Philadelphia, to Wheeling and Parkersburg.*

From Baltimore and Way Stations.	First Class.....	5,145	
	Emigrants.....	3,138	
			8,283
“ Washington City.	First Class.....		4,451
“ Philadelphia.	First Class.....	1,349	
	Emigrants.....	619	
			1,968
“ New York.	First Class.....	2,420	
	Emigrants	1,184	
			3,604
“ Boston.	First Class		382
Total number Through Passengers Westward.....			18,888

EASTWARD from all Points beyond the Termini of the Road.

To Baltimore and Way Stations.....	6,203
To Washington.....	4,303
To Philadelphia.....	1,946
To New York.....	3,087
To Boston.....	418

Total number of Through Passengers Eastward.....15,957

Total number of Through Passengers East and West.....34,645

E—Concluded.

MAIN STEM—SUMMARY.

	Passengers East.	Passengers West.	Total Passengers East & West.	Passengers One Mile East.	Passengers One Mile West.	Total Passengers One Mile East and West.
Local Trv'l.	150,738	137,761	288,499	6,154,275	6,715,033	12,869,308
Thro' “	15,957	18,888	34,645	5,947,703	7,082,617	13,030,320
Total	166,695	156,649	323,144	12,101,978	13,797,650	25,899,628

G
WASHINGTON BRANCH.
LOCAL TRAVEL.

Number of Passengers carried one mile, during the fiscal year ending September 30, 1860.

STATIONS.	Passengers Northward.	Passengers Southward.	Total Passengers North & South	Passengers One Mile North.	Passengers One Mile South.	Total Passengers One Mile North & South.
BALTIMORE		101,844	101,844	.....	3,236,294	3,236,294
WASH. JUNCTION...	4,294	10,266	14,560	7,688	265,917	273,605
Jessup's Cut.....	4,463	344	4,807	26,652	7,864	34,516
Annapolis Junction...	35,947	6,847	42,794	537,548	133,492	671,040
Savage.....	309	143	452	3,048	366	3,414
Laurel.....	8,361	1,784	10,145	151,297	34,858	186,155
White Oak Bottom.....	644	385	1,029	11,594	3,463	15,057
Beltsville.....	1,449	2,522	3,971	37,447	32,962	70,409
Paint Branch.....	546	1,350	1,896	5,587	8,426	14,013
Bladensburg.....	1,863	4,040	5,903	57,469	29,050	86,519
WASHINGTON	91,235	.....	91,235	3,047,415	.....	3,047,415
Totals.....	149,111	129,525	278,636	3,885,745	3,752,692	7,638,437

TRAVEL BETWEEN BALTIMORE AND WASHINGTON (*Included in the foregoing as local.*)

On Single Tickets..... 42,295 from Baltimore to Washington.
 " " " 41,907 " Washington to Baltimore.

Total..... 84,202

On Round Trip Tickets..... 12,995 from Baltimore to Washington.
 " " " 11,445 " Washington to Baltimore.

Total..... 24,440

SOUTHERN TRAVEL.

From Baltimore and points
 North of it to points South
 of Washington..... } 25,503 Passengers + 39 miles = 994,617 Passengers 1 mile.
 From points South of Wash-
 ington to Baltimore and
 points North of it..... } 27,951 Passengers + 39 miles = 1,099,089 Passengers 1 mile.

Total Pass. North and South 53,454 Passengers + 39 miles = 2,084,706 Passengers 1 mile.

NORTHERN AND EASTERN TRAVEL.

From Washington to Philadelphia.. 11,776½ Pass. + 39 miles = 459,283½ Pass. 1 mile.
 " " New York.... 12,418½ Pass. + 39 miles = 484,321½ Pass. 1 mile.
 " " Boston..... 102 Pass. + 39 miles = 3,978 Pass. 1 mile.
 From Boston to Washington..... 210½ Pass. + 39 miles = 8,209 Pass. 1 mile.
 " New York to " 13,589 Pass. + 39 miles = 529,971 Pass. 1 mile.
 " Philadelphia to " 13,547 Pass. + 39 miles = 528,333 Pass. 1 mile.

Total Passengers..... 51,643½ Pass. + 39 miles = 2,014,096½ Pass. 1 mile.

WESTERN TRAVEL ON W. BRANCH.

Western Passengers to Washington :

Via Benwood and Wheeling..... 4,185 Pass. + 31 miles = 129,735 Pass. 1 mile.

Via Parkersburg..... 494 Pass. + 31 miles = 15,314 Pass. 1 mile.

Western Passengers from Washington :

Via Benwood and Wheeling..... 4,695 Pass. + 31 miles = 145,545 Pass. 1 mile.

Via Parkersburg..... 77 Pass. + 31 miles = 2,387 Pass. 1 mile.

Total Passengers..... 9,076 Pass. + 31 miles = 292,981 Pass. 1 mile.

G—Continued.

WASHINGTON BRANCH—SUMMARY.

	Passengers North.	Passengers South.	Total Passengers North & South	Passengers One Mile North.	Passengers One Mile South.	Total Passengers One Mile North and South.
Local Travel.....	149,111	129,525	278,636	3,885,745	3,752,692	7,638,437
Southern Travel.....	27,951	25,503	53,454	1,090,089	994,617	2,084,706
North. and South'n do	24,297	27,346½	51,643½	947,583	1,066,513½	2,014,096½
Western do	4,772	4,304	9,076	147,932	145,049	292,981
Totals	206,131	186,678½	392,809	6,071,349	5,958,871	12,030,220

H

NORTH-WESTERN VIRGINIA ROAD--LOCAL TRAVEL.

STATIONS.	Passengers East.	Passengers West.	Total Passengers East and West.	Passengers One Mile East.	Passengers One Mile West.	Total Passeng's One Mile East and West.
GRAFTON		6,902	6,902		306,877	306,877
Webster	449	406	855	1,796	15,204	17,000
Simpson's.	102	119	221	732	4,647	5,379
Flemington.	796	405	1,201	7,628	11,762	19,390
Bridgeport	306	446	752	4,186	13,448	17,634
Clarksburg	2,212	1,416	3,628	41,682	60,972	102,652
Wilsonburg	159	222	381	2,913	8,415	11,328
Salem	336	221	557	6,091	5,464	11,555
Long Run.....	133	107	240	2,605	1,721	4,326
Smithton.....	193	77	270	5,051	1,940	6,991
West Union.....	717	447	1,164	20,335	13,778	34,113
Central.....	199	155	354	5,089	4,468	9,557
Toll Gate.....	164	74	238	4,933	2,009	6,942
Pennsboro'	201	133	334	7,694	2,689	10,383
Ellenboro'	512	614	1,126	20,021	12,142	32,163
Cornwallis.....	236	282	518	4,648	6,404	11,090
Cairo.....	278	247	525	6,934	5,708	12,642
Petroleum.....	373	243	616	10,400	5,085	15,485
Walker's.....	264	657	921	11,563	8,240	19,803
Kanawha.....	96	155	251	3,096	1,410	4,506
Claysville.....	367	1,067	1,434	14,126	7,479	21,605
PARKERSBURG	6,350		6,350	344,022		344,022
Totals	14,443	14,387	28,830	525,583	499,860	1,025,443

NORTH-WESTERN VIRGINIA—SUMMARY.

	Passengers East.	Passengers West.	Total Passengers East and West	Passengers One Mile East.	Passengers One Mile West.	Total Passeng's One Mile East and West.
Local Travel.....	14,443	14,387	28,830	525,583	499,860	1,025,443
Through Travel East...	1,832		1,832	190,528		190,528
Through Travel West...		2,038	2,038		211,952	211,952
Totals	16,275	16,425	32,700	716,111	711,812	1,427,923

J

Exhibit of Entire Westward Bound Tonnage, transported over the Main Stem of the Baltimore and Ohio Railroad to PARKERSBURG and INTERMEDIATE STATIONS on the Northwestern Va. Road, from Baltimore, Philadelphia, New York and Boston, during the fiscal year ending 30th September, 1860.

STATIONS.	MILES	TONNAGE.	TONNAGE 1 Mile.	MILES	MAIN STEM.	MILES	N. WESTERN VA. R. R.
					Proportion of Ton'age 1 Mile.		Proportion of Ton'age 1 Mile.
FROM BALTIMORE							
To Webster.....	283	344	107,504	279	106,127	4	1,377
Flemington.....	289	15	4,378	"	4,226	10	151
Bridgeport.....	296	90	26,760	"	25,223	17	1,536
Clarksburg.....	301	977	294,197	"	274,894	22	19,302
Wilsonburg.....	305	28	7,718	"	6,984	26	734
Salem.....	315	17	5,546	"	4,412	36	1,133
Smithton.....	325	.....	125	"	108	46	16
West Union.....	329	74	24,623	"	20,881	50	3,742
Central.....	331	.....	56	"	46	52	9
Toll Gate.....	337	10	3,470	"	2,873	58	597
Pennsboro'.....	341	16	5,702	"	4,701	62	1,000
Ellenboro'.....	346	88	30,781	"	23,939	67	6,841
Cornwallis.....	351	9	3,494	"	2,777	72	716
Cairo.....	353	16	5,842	"	4,617	74	1,225
Petroleum.....	361	6	2,471	"	1,909	82	561
Walker's Station.....	369	.....	118	"	89	90	28
Claysville.....	376	15	5,774	"	4,285	97	1,489
To PARKERSBURG from							
Baltimore, proper.—	383	19,725	7,554,807	"	5,690,580	104	1,864,226
New York, inland.....							
Boston.....	383	.....	.....	"	.....	.....	.....
New York, "all rail".....	"	4,667	1,787,461	"	1,302,015	"	485,445
Philadelphia.....	"	3,493	1,437,819	"	1,074,497	"	363,322
Total.....	.....	29,599	11,308,654	.....	8,555,192	.....	2,753,462

K

Exhibit of Entire Eastward Bound Tonnage (excepting Coal), transported over the Main Stem of the Baltimore and Ohio Railroad, from WHEELING, and the SEVERAL INTERMEDIATE STATIONS to BALTIMORE, during the fiscal year ending the 30th Sept., 1860.

STATIONS.	Miles.	Tons.	Tons 1 Mile.	STATIONS.	Miles.	Tons.	Tons 1 Mile.	STATIONS.	Miles.	Tons.	Tons 1 Mile.
Four Mile House.....	4	4,755	18,942	Berlin.....	75	133	10,040	Wilson's.....	221	50	11,189
Vinager Hill.....	7	8	59	Knoxville.....	77	77	18,887	Deer Park.....	223	4	975
WASHINGTON JUNC.	9	877	7,893	Wexvort.....	78	11	889	Altamont.....	223	14	3,144
Avalon.....	10	2,761	27,612	HARPER'S FERRY.....	81	16,745	1,356,977	Oakland.....	232	480	111,488
Orange Grove Mills.....	11	3,940	43,345	Pitcher's Mills.....	81	.....	24	Cranberry Summit.....	232	1,904	460,934
Ichester.....	13	3,020	36,232	Duffield's.....	87	198	17,251	Rowlesburg.....	246	96	5,252
ELLCOTT'S MILLS.....	15	12,238	183,573	Kernesville.....	92	631	50,805	Rowlesburg's Tunnel.....	253	2,351	847,491
Elysiville.....	20	591	12,421	Vanderleavesville.....	95	364	34,624	Tunnicliff.....	260	2,339	582,234
Dorsey's Run.....	25	5	143	MARTINSBURG.....	100	2,425	240,234	Newburg.....	266	3,840	1,021,633
Woodstock.....	25	1,298	32,455	North Mountain.....	107	407	43,601	Laurelster Furnace.....	266	11	3,032
Marriottsville.....	27	7,702	18,459	Cherry Run.....	113	33	4,016	Independence.....	269	1,493	397,491
Elba Furnace.....	31	287	8,926	Sleepy Creek.....	117	90	10,631	Thornton.....	273	470	128,407
Sykesville.....	31	1,257	46,539	Hancock.....	122	398	48,579	GREYTON.....	279	804	216,486
Gathier's Siding.....	33	46	1,549	Doe Gully Tunnel.....	124	10	1,240	Petteman.....	281	742	209,502
Bentz's Switch.....	34	5	186	Sir John's Run.....	128	330	42,335	Valley River Falls.....	287	56	16,115
Hood's Mill.....	34	811	27,596	Great Cacapon.....	131	140	18,452	Nazum's Mill.....	290	120	34,839
Morgan's Switch.....	37	114	4,233	Orleans Road.....	138	1	247	Benton's Ferry.....	297	73	21,754
Woodsville.....	37	880	32,917	Rockwell's Run.....	139	40	5,678	Farmont.....	302	404	122,197
Watersville.....	40	164	6,692	No. 12 Water Station.....	150	92	13,861	Barracksville.....	303	1,163	352,577
Mount Airy.....	43	2,479	106,630	Paw Paw.....	152	642	97,685	Barracksville.....	306	132	40,337
Bartholow's Siding.....	50	40	2,012	Little Cacapon.....	156	2	327	Farmington.....	312	535	22,725
Manrovia.....	50	2,325	126,316	South Branch.....	163	53	8,599	Manington.....	319	990	316,031
Johnsville.....	53	301	13,973	Green Spring Run.....	163	975	41,839	Glover's Gap.....	320	184	60,575
Reel's Mill.....	58	1,538	7,702	Patterson's Creek.....	170	1,391	271,317	Barton.....	320	1,053	318,355
Monocacy.....	58	1,538	89,234	CUMBERLAND.....	178	8,817	1,329,810	Littleton.....	327	943	82,123
Buckeystown.....	62	1,290	79,998	New Creek.....	201	345	69,446	Camerton.....	343	424	146,095
FREDERICK.....	61	11,901	736,000	PHEDMONT.....	206	64	13,038	EASTON'S Siding.....	351	212	74,732
Lime Kiln Switch.....	60	700	42,020	Brady's Mill.....	185	983	42,389	Rosely's Rock.....	362	2	731
Adamstown.....	63	1,255	79,139	Bloomings W. Station.....	191	153	14,059	MOYNDASHVILLE.....	368	2,576	946,330
Point of Rocks.....	69	2,330	160,792	Frankville.....	207	127	26,343	BENWOOD.....	375	47,559	17,846,135
Catoctin.....	70	64	4,543	Swanton.....	214	21	5,150	WHEELING.....	379	21,726	8,236,049
					220	148	32,027	Total.....		185,170	38,661,447

L

Exhibit of Entire Eastward Bound Tonnage, *transported over the Main Stem and Northwestern Virginia Branch of the Baltimore and Ohio Railroad, from PARKERSBURG and the Several Intermediate Stations on the Northwestern Virginia Road, to BALTIMORE, during the fiscal year ending the 30th Sept. 1860.*

STATIONS.	Miles.	Tons.	Tons 1 Mile.	Miles.	MAIN STEM	Miles.	N. W. V. A. R.
					PROPORTION.		PROPORTION.
					Tons.		Tons.
Webster.....	283	772	220,631	279	217,542	4	3,089
Simpson's.....	287	4	1,233	"	1,199	8	34
Flemington.....	289	438	126,582	"	122,193	10	4,389
Bridgeport.....	296	1,353	400,659	"	377,647	17	23,011
Highlands.....	300	.....	33	"	30	21	22,703
Clarksburg.....	301	1,034	310,629	"	287,925	22	8,808
Wilsonburg.....	305	550	167,854	"	159,045	26	31,664
Wolf's Summit.....	310	.....	280	"	252	31	28
Salem.....	315	879	277,058	"	245,393	36	6,388
Long Run.....	319	159	50,942	"	44,554	40	3,181
Smithton.....	325	69	22,479	"	19,297	46	20,146
West Union.....	329	402	132,563	"	112,416	50	5,529
Central.....	331	106	35,196	"	29,666	52	17,353
Toll Gate.....	337	300	101,405	"	84,052	58	41,067
Pennsboro'.....	341	662	226,004	"	184,936	62	101,554
Ellenboro'.....	346	1,500	524,449	"	422,894	67	29,833
Cornwallis.....	351	209	77,189	"	47,355	72	10,804
Cairo.....	353	146	51,538	"	40,734	74	26,441
Petroleum.....	361	322	116,411	"	89,970	82	22,290
Walker's.....	369	247	91,392	"	69,102	90	3,280
Kanawha.....	373	34	13,017	"	9,737	94	9,299
Claysville.....	376	95	36,034	"	26,734	97	2
PARKERSBURG....	383	77,796	29,799,914	"	21,709,129	104	8,090,784
Totals.....	.....	87,090	32,783,504	.....	24,301,813	.....	8,481,691

M

Tonnage and Tons One Mile, from Local Stations to Local Stations, on the MAIN STEM of the Baltimore and Ohio Railroad, during the fiscal year ending September 30th, 1860.

STATIONS.	WESTWARDLY.				EASTWARDLY.			
	Tons.	Cwt.	Tons One Mile.		Tons.	Cwt.	Tons One Mile.	
			Tons.	Cwt.			Tons.	Cwt.
WASHINGTON JUNC..	1	15	105	10	.....	.....	.....	.....
Hebster.....	.....	1	2	19	.....	2	.....	11
ELLCOTT'S MILLS....	176	1	10,720	1	.....	.....	.....	13
Hollicfields.....	.....	.....	.....	.....	18	1	52	10
Elysville.....	65	.....	1,401	13	.....	9	2	14
Woodstock.....	.....	6	35	8	.....	4	1	4
Dorsey's Run.....	.....	.....	.....	.....	.....	3	1	16
Marriottsville.....	116	11	5,586	6	35	7	493	6
Elba Furnace.....	.....	.....	.....	.....	.....	14	6	10
Gorsuch Switch.....	.....	.....	.....	.....	5	5	252	.....
Sykesville.....	18	6	230	11	16	4	273	.....
Hood's Mill.....	21	4	560	15	110	16	1,075	4
Woodbine.....	15	15	842	.....	64	17	1,242	17
Watersville.....	.....	9	18	10	24	10	881	15
Mount Airy.....	40	11	3,003	8	19	2	269	10
Reel's Mill.....	168	7	5,446	14	12	6	295	5
Monrovia.....	33	13	733	7	69	13	1,369	5
Ijamsville.....	139	4	6,568	9	43	2	476	3
Monocacy.....	27	2	3,804	5	1	14	51	4
FREDERICK.....	1,792	18	77,781	13	2,192	7	58,781	3
Lime Kiln.....	457	4	18,004	.....	601	12	11,905	1
Buckeystown.....	341	19	77,144	17	690	13	13,755	18
Adamstown.....	53	12	2,607	9	430	2	1,389	15
Doub's Switch.....	8	9	45	12	.....	.....	.....	.....
Point of Rocks.....	143	8	8,532	12	374	2	3,784	4
Catoctin.....	133	6	2,180	10	653	8	7,322	6
Berlin.....	50	18	2,338	.....	12	5	263	18
Knoxville.....	99	14	817	10	17	18	86	6
Weverton.....	.....	2	.....	4	.....	.....	.....	.....
HARPER'S FERRY.....	616	9	113,539	15	201	3	3,409	4
Pitcher's Mill.....	.....	2	.....	10	3	19	20	17
Duffield's.....	515	4	51,368	1	191	6	2,720	10
Kerneysville.....	47	.....	4,122	3	246	18	3,028	4
Vancleivesville.....	9	3	752	5	10	10	155	5
MARTINSBURG.....	360	14	30,686	11	99	16	3,270	4
North Mountain.....	143	5	8,850	18	140	16	6,381	19
Cherry Run.....	21	3	1,375	3	214	6	7,778	9
Sleepy Creek.....	3	17	40	7	278	2	15,575	12
Manock.....	57	10	2,740	10	550	18	33,047	3
Sir John's Run.....	21	4	429	.....	823	18	54,341	11
Great Cacapon.....	4	19	203	8	502	17	32,625	16
Rockwell's Run.....	.....	.....	.....	.....	122	8	9,352	9
Orleans.....	14	.....	16	1	30	15	2,488	3
Doe Gully Tunnel.....	.....	.....	.....	.....	36	8	475	8
No. 12 Water Station....	25	13	481	16	76	14	3,300	13
Paw Paw.....	18	18	416	7	109	13	7,918	11
Little Cacapon.....	30	17	506	16	.....	6	7	11
South Branch.....	216	14	3,862	16	4	7	269	8
Green Spring Run.....	333	4	6,267	.....	2	2	137	4
Patterson's Creek.....	260	16	2,849	13	23	2	2,493	1
CUMBERLAND.....	3,705	3	811,193	5	2,879	4	290,031	10

M—CONCLUDED.

STATIONS.	WESTWARDLY.				EASTWARDLY.			
	Tons.	Cwt.	Tons One Mile.		Tons.	Cwt.	Tons One Mile.	
			Tons.	Cwt.			Tons.	Cwt.
Brady's Mill.....	113	5	3,531	1	350	18	2,620	19
Rawling's Water Sta..	6	12	159	2	70	3	630	2
Black Oak Bottom.....	16	10	346	14	81	15	996	4
New Creek.....	474	5	10,851	19	309	3	6,649	5
PIEDMONT.....	1,403	19	76,492	1	45,995	13	5,127,965	....
Bloomington.....	18	....	492	19	13	17	291	11
Frankville.....	7	5	226	8	60	8	3,386	6
Swanton.....	57	5	2,394	11	163	6	3,654	3
Duvall's Mill.....	25	1	214	7	....	....	....	....
Deer Park.....	....	....	....	....	3	10	197	12
Wilson's Store.....	3	....	145	18	12	6	250	7
Altamont.....	8	6	441	6	17	5	1,789	15
Oakland.....	104	8	2,943	19	123	5	7,339	7
Hutton's Switch.....	9	5	404	9	6	15	219	4
Cranberry Summit....	332	3	33,157	6	29	3	2,673	19
Rodemer's Tunnel.....	8	....	64	....	....	....	....	....
Rowlesburg.....	17	1	659	11	33	18	2,638	1
Section 80.....	....	....	....	....	318	....	1,272	....
Tunnelton.....	15	13	423	11	450	17	11,887	9
Newburg.....	377	9	6,374	16	1,011	4	30,738	8
Independence.....	23	6	1,948	10	26	6	1,656	3
Lancaster Furnace.....	....	....	....	....	10	....	10	....
Thornton.....	43	5	2,019	6	25	5	1,253	4
GRAFTON.....	95	17	5,886	11	197	16	9,948	16
Fetterman.....	23	13	1,031	2	168	4	26,217	15
Valley River Falls.....	1	10	111	7	50	17	6,437	6
82 Water Station.....	8	....	400	....	....	....	....	....
Nuzum's Mill.....	810	17	31,056	16	44	7	734	6
Benton's Ferry.....	....	11	37	11	30	8	2,004	2
Fairmont.....	1,253	6	54,033	6	3,979	15	411,652	10
Texas.....	....	....	....	....	....	12	14	14
Barnesville.....	17	4	649	5	31	15	5,596	19
Barracksville.....	2	14	550	15	23	7	1,984	17
Farmington.....	8	10	153	18	19	12	1,027	10
Mannington.....	109	12	6,103	14	94	13	4,204	7
Glover's Gap.....	146	4	1,374	12	24	9	945	18
Burton.....	38	11	1,618	19	171	13	32,284	14
Littleton.....	15	1	619	13	24	1	795	15
Board Tree Tunnel.....	....	....	....	....	16	3	67	7
Beilton.....	335	14	8,806	16	13	16	1,431	15
Garrett Switch.....	921	11	28,721	3	....	....	....	....
CAMERON.....	1,633	14	47,188	6	229	7	15,793	11
Easton's Siding.....	1,727	2	39,250	9	36	12	2,123	6
Roseby's Rock.....	977	16	17,139	7	35	17	3,579	1
MOUNDSVILLE.....	789	8	8,854	....	165	11	17,001	17
BENWOOD.....	1,163	4	4,652	16	343	12	69,830	12
WHEELING.....	....	....	....	....	7,313	16	688,268	1
Totals.....	23,386	3	1,681,611	11	74,153	9	7,082,994	8

2,000 Tons of Coal, Westward, included in above.
 25,259 " " Eastward, " " "

IN

Tonnage and Tons One Mile, from Local Stations on the MAIN STEM of the Baltimore and Ohio Railroad, to Local Stations on the NORTHWESTERN VIRGINIA ROAD, during the fiscal year ending September 30th, 1860.

WESTWARDLY.

STATIONS.	Tons.	TONS ONE MILE		Main Stem proportion tons 1 Mile		N. W. Va. proportion tons 1 Mile	
		Cwt..	Tons.	Cwt..	Tons.	Cwt..	Tons.
ELLCOTT'S MILLS..	4 5	1,567	18	1,130	10	437	8
MORRISVILLE.....	10	167	..	115	10	51	10
FREDERICK.....	9	107	2	98	11	8	11
Point of Rocks.....	1 3	331	6	242	13	88	13
Berlin.....	1	89	6	61	10	27	16
Knoxville.....	4	49	8	40	8	9	..
HARPER'S FERRY...	18 8	5,162	17	3,661	12	1,501	5
Kernysville.....	6	87	6	56	8	30	18
MARTINSBURG.....	8	2,110	4	1,440	..	670	4
North Mountain....	1 8	383	8	242	4	141	4
Cherry Run.....	12	101	8	99	12	1	16
Sleepy Creek.....	19	176	..	152	..	24	..
Sir John's Run.....	9 14	2,054	6	1,474	8	579	18
Paw Paw.....	12	109	6	75	4	34	2
Patterson's Creek..	7	59	11	38	10	21	1
CUMBERLAND.....	76 18	11,283	8	7,843	16	3,439	12
Brady's Mill.....	6 1	644	6	574	15	69	11
New Creek.....	11 10	1,756	5	750	..	1,006	5
PIEDMONT.....	9 11	1,393	7	706	14	686	13
Bloomington.....	1 4	165	12	86	8	78	4
Frankville.....	5	21	15	16	10	5	5
Swanton.....	10	41	..	30	10	11	10
Wilson's Store.....	1	3	2	3	2	..	..
Altamont.....	2	15	6	5	14	9	12
Oakland.....	24 17	1,721	19	1,217	13	504	6
Duvall's Mill.....	1	2	17	2	17	..	..
Hutton's Switch....	3 3	136	14	135	9	1	5
Cranberry Summit..	3 13	188	13	138	13	50	..
Rowlesburg.....	2 19	191	9	76	14	114	15
Tunnelton.....	5 11	355	5	111	..	244	5
Newburg.....	1 15	119	16	22	15	97	1
Independence.....	4	106	3	44	..	62	3
Thornton.....	16	24	16	4	16	20	..
GRAFTON.....	160	8,365	6	..	..	8,365	6
Fetterman.....	..	..	..	..	..	18	8
Valley River Falls..	..	..	..	..	..	3	3
Nuzum's Mill.....	..	..	..	..	..	2	2
Benton's Ferry.....	..	..	..	..	..	14	6
Fairmont.....	..	..	..	..	..	6	3
Barnesville.....	..	..	..	..	..	14	5
Barracksville.....	..	..	..	..	..	14	38
Farmington.....	..	..	..	..	..	14	82
Mannington.....	..	..	..	..	..	7	45
Burton.....	..	..	..	..	..	118	926
CAMERON.....	..	..	..	..	..	1	94
Easton's Siding....	..	..	..	..	..	1	82
MOUNDSVILLE.....	..	..	..	..	..	8	43
WHEELING.....	..	..	..	..	..	559	12
Totals.....	360 1	39,093	8	20,700	6	18,393	2

EASTWARDLY.

	Tons.	TONS ONE MILE		Main Stem proportion tons 1 Mile		N. W. Va. proportion tons 1 Mile	
		Cwt..	Tons.	Cwt..	Tons.	Cwt..	Tons.
..	18 8	495	18	36	16	459	2
..	3	1	19	1	4	..	15
..	2	7	2	1	..	6	2
..	14	69	17	21	12	48	5
..	6 3	406	10	135	6	271	4
..	14 5	1,221	8	342	..	879	8
..	14	38	5	18	18	19	7
..	14	82	17	23	2	59	15
..	7	45	7	14	..	31	7
..	118	926	6	91	12	134	8
..	1	94	17	79	2	15	15
..	1	82	6	76	..	6	6
..	8	43	12	33	4	10	8
..	559 12	72,546	17	55,400	8	17,146	9
Totals.....	606	75,362	1	56,274	10	19,087	11

O

Tons and Tons One Mile, from Local Stations on NORTHWESTERN VIRGINIA RAILROAD to Local Stations (East and West of Grafton) on MAIN STEM, from October 1st, 1859, to October 1st, 1860.

EASTWARDLY.		Tons.	Cwt.	TONS ONE MILE.		MAIN STEM PRO- PORTION TONS ONE MILE.		NORTH WESTERN VA. PROPORTION TONS ONE MILE.	
STATIONS.				Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Webster.....	428	5	46,164	....	44,451	....	1,713	0
Simpson's.....	11	13	522	15	441	4	81	11	
Flemington.....	91	15	4,415	11	3,599	6	816	5	
Bridgeport.....	942	13	168,132	13	153,160	5	14,972	8	
Clarksburg.....	588	3	86,991	1	74,639	18	12,351	3	
Wilsonburg.....	50	7	4,051	2	2,798	12	1,252	10	
Wolf's Summit.....	1	7	125	12	84	2	41	10	
Salem.....	4	6	447	12	286	12	161	0	
Long Run.....	1	15	90	9	22	4	68	5	
Smithton.....	42	14	4,590	3	2,668	13	1,921	10	
West Union.....	40	7	6,086	10	4,109	7	1,977	3	
Central.....	14	8	1,516	10	782	2	734	8	
Toll Gate.....	7	7	37	4	19	19	17	5	
Pennsboro'.....	11	11	73	6	39	15	33	11	
Ellenboro'.....	5	6	610	1	260	5	349	16	
Cornwallis.....	4	4	14	4	.....	16	13	8
Cairo.....	20	4	5,089	8	3,614	16	1,474	12	
Petroleum.....	14	2	2,214	4	272	2	1,942	2	
Walker's Station.....	10	14	388	11	27	15	360	16	
Eaton's Tunnel.....	.....	9	38	14	.....	19	37	15
Claysville.....	8	3	1,387	14	605	6	782	8	
PARKERSBURG.....	934	13	168,093	3	70,889	11	97,203	12	
Totals.....	3,212	6	501,077	7	362,771	9	138,305	18	
WESTWARDLY.									
STATIONS.									
Webster.....	4	8	342	7	324	15	17	12	
Simpson's.....	10	10	53	....	49	10	3	10
Flemington.....	1	4	19	18	9	2	10	16	
Bridgeport.....	16	8	1,878	6	1,615	18	262	8	
Clarksburg.....	21	9	1,475	4	1,024	15	450	9	
Wilsonburg.....	13	13	65	5	49	....	16	5
Wolf's Summit.....	.....	.....	.....	.....	.....	.....	.....	.....
Salem.....	11	11	73	14	54	9	19	5	
Long Run.....	.....	.....	.....	.....	.....	.....	.....	.....
Smithton.....	2	2	14	8	9	18	4	10	
West Union.....	9	5	1,306	9	850	14	455	15	
Central.....	1	17	180	8	109	....	71	8
Toll Gate.....	11	10	1,234	1	578	11	655	10	
Pennsboro'.....	1	14	170	14	67	....	103	14
Ellenboro'.....	2	10	192	6	27	6	165	.....
Cornwallis.....	4	4	18	12	4	8	14	4	
Cairo.....	2	2	21	18	14	12	7	6	
Petroleum.....	1	9	441	6	323	17	117	9	
Walker's Station.....	1	1	4	11	.....	6	4	5
Eaton's Tunnel.....	.....	.....	.....	.....	.....	.....	.....	.....
Claysville.....	3	13	470	17	135	1	335	16	
PARKERSBURG.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	77	10	7,963	4	5,248	2	2,715	2	

P

Tonnage and Tons One Mile, from LOCAL STATIONS to LOCAL STATIONS, on the Northwestern Virginia Road, during the fiscal year, ending 30th September, 1860.

STATIONS.	WESTWARDLY.				EASTWARDLY.			
	TONNAGE.		TONS ONE MILE.		TONNAGE.		TONS ONE MILE.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Webster	11	13	679	6	7	5	29	0
Simpson's.....	11	11	44	12	7	6	51	2
Flemington.....	48	17	760	6	27	17	251	10
Bridgeport.....	12	0	645	8	4	13	72	13
Clarksburg.....	8,531	4	660,018	8	246	1	13,754	3
Wilsonburg	39	.....	2,912	17	3	9	82	16
Wolf's Summit..	.....	.....	.....	.....	9	6	663	14
Salem	32	15	433	8	89	2	1,334	16
Long Run.....	11	11	23	6	2	19	49	9
Smithton.....	4	0	185	11	5	11	154	5
West Union.....	22	7	426	8	11	4	329	6
Central	5	2	149	12	19	9	689	7
Toll Gate.....	39	9	136	14	4	19	132	4
Penusboro'.....	78	16	2,943	5	3	1	79	4
Ellenboro'	41	12	695	.....	7	6	402	19
Silver Run.....	.....	4	3	16	.....	.....	.....	.....
Cornwallis	16	13	230	7	40	15	271	9
Cairo.....	16	11	278	.....	13	14	155	7
Petroleum.....	34	18	741	2	16	16	544	2
Eaton's Tunnel.	30	8	223	2	40	14	2,816	10
Walker's.....	211	15	3,185	2	78	11	2,825	10
Kanawha.....	351	10	3,513	5	28	19	906	12
Claysville.....	76	12	536	4	20	16	801	2
Parkersburg .....	.....	.....	.....	.....	2,469	.....	148,264	12
	9,607	7	678,764	19	3,158	13	174,661	12

Q

Statement of **Tons and Tons One Mile of Coal from Local to Local Stations**
on the MAIN STEM, during the fiscal year ending September 30th, 1860.

STATIONS.	WESTWARDLY.				EASTWARDLY.			
	Tons.	Cwt.	TONS 1 MILE.		Tons.	Cwt.	TONS 1 MILE.	
			Tons.	Cwt.			Tons.	Cwt.
Piedmont... ..	280	16	6,749	.....	15,614	16	2,137,061	
Cumberland.....				.....	1,284	19	145,958	9
Newburg.....	356	19	6,427	11	920	8	27,979	9
Nuzum's Mill.....	784	18	29,796	2	41	.....	624	
Fairmont.....	578	.....	11,263	.....	4,733	.....	486,291	
Wheeling... ..				.....	2,665	8	67,512	
	2,000	3	54,235	13	25,259	11	2,865,425	18
Northwestern Vir- ginia Road.								
*Clarksburg.....	4,507	10	357,755	.....	208	.....	4,576	

*This is also included in Statement P, (from Local to Local) on Northwestern Va. Road.

R

Tons and Tons One Mile going WESTWARDLY, on the WASHINGTON
BRANCH, with the MAIN STEM proportion, during the fiscal year ending 30th
September, 1860.

STATIONS.	Miles.	TONNAGE.		TONS ONE MILE.		WASHINGTON BRANCH PRO- PORTION TONS ONE MILE.		MAIN STEM PROPORTION TONS 1 MILE.	
		Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Elkridge Landing.....	10	7,697	8	76,974	3	7,697	8	69,276	15
Hanover.....	12	1,249	8	14,991	1	3,748	4	11,242	16
Jesscp's Cut.....	15	1,347	13	20,215	1	8,086	...	12,129	1
Annapolis Junction...	18	3,688	4	66,387	18	33,200	5	33,187	13
Savage.....	19	875	3	16,628	4	8,751	14	7,876	10
Laurel.....	22	4,457	9	98,064	5	57,947	1	40,117	4
White Oak Bottom....	25	580	14	14,517	16	9,291	8	5,226	8
Beltsville.....	28	834	14	23,371	19	15,859	13	7,512	6
Calvert's.....	32	1	9	47	3	34	...	13	2
Bladensburg.....	33	1,077	18	35,571	1	25,869	12	9,701	9
Washington from Balto.	40	25,253	19	1,010,159	10	782,881	12	227,277	17
“ “ Phila.		859	8	34,376	10	26,841	14	7,534	15
Totals.....		47,923	11	1,411,304	17	980,208	14	431,096	2

S

Tonnage and Tons One Mile, going EAST on the WASHINGTON BRANCH, to Baltimore, with Main Stem and Washington Branch proportion, during the fiscal year ending 30th September, 1860.

STATIONS.	MILES.	TONNAGE.		TONS 1 MILE.		WASHINGTON BRANCH PRO- PORTION TONS ONE MILE.		MAIN STEM PROPORTION TONS ONE MILE	
		Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Elkridge Landing.....	10	632	19	6,339	8	632	19	5,706	8
Viaduct.....	11	5,153	17	51,538	16	5,153	17	46,384	19
Hanover.....	12	4,498	1	53,976	18	13,494	4	40,482	14
Cole's Switch.....	13	8	6	107	18	33	4	74	14
Dorsey's Switch.....	14	63	14	891	19	318	11	573	8
Jessup's Cut.....	15	1,315	2	22,727	3	7,890	17	14,836	6
Williams' Switch.....	16	96	10	1,542	0	675	10	866	10
Old Patuxent.....	17	1,155	4	19,639	4	9,245	13	10,393	10
Annapolis Junction.....	18	2,389	10	43,011	15	1,194	15	41,816	19
Savage.....	19	544	19	10,354	9	5,449	14	4,904	15
Smith's Switch.....	22	979	4	21,542	19	12,729	18	8,813	0
Laurel.....	23	2,062	10	45,375	3	26,812	8	18,562	14
Cider Switch.....	23	502	2	11,548	17	7,029	15	4,519	2
White Oak Bottom.....	25	1,228	19	30,724	6	19,663	11	11,060	15
Beltsville.....	28	268	5	7,501	0	5,086	15	2,414	5
Brown's Switch.....	29	55	18	1,621	2	1,118	0	503	2
Paint Branch.....	30	22	11	676	14	473	12	203	1
Scagg's.....	31	14	10	435	0	308	10	126	10
Calvert's.....	32	2	12	85	1	61	8	23	13
Bladensburg.....	33	1,154	2	38,085	14	27,697	14	10,388	0
WASHINGTON.....	40	2,669	6	106,772	18	82,748	19	24,023	19
Totals.....		24,818	10	474,498	13	227,820	2	246,678	10

T

LOCAL to LOCAL, Tonnage and Mileage, going EAST on the WASHINGTON BRANCH, including LOCUST POINT, for the year ending 30th Sept. 1860.

STATIONS.	MILES.	TONNAGE.		TONS 1 MILE.		WASHINGTON BRANCH PRO- PORTION TONS ONE MILE.		MAIN STEM PROPORTION. TONS 1 MILE	
		Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Elkridge L. to Locust Pt.*	11	511	16	5,629	16	511	16	5,118	...
“ “ to Relay.....	2	951	17	1,903	14	1,903	14	.....	...
Viaduct to Locust Point.	11	70	...	770	...	140	...	630	...
“ “ Relay	1	9	1	9	1	9	1	.....	...
Hanover to Locust Point.	13	1,754	4	22,804	12	5,262	12	17,542	...
“ “ Relay	3	22	2	66	6	66	6	.....	...
Jessup's Cut to Elkridge L.	5	10	...	50	...	50	...	.....	...
Annapolis J. to Locust Pt.	19	6	...	114	...	54	...	60	...
Old Patuxent “ “ “	18	120	2	2,161	16	960	16	1,201	...
Savage to Locust Point..	20	10	...	200	...	100	...	100	...
Savage to Viaduct.....	9	26	...	234	...	234	...	.....	...
Savage to Annapolis Junc.	1	8	12	8	12	8	12	.....	...
Laurel to Jessup's Cut...	7	9	10	66	10	66	10	.....	...
“ “ Relay	13	12	1	156	19	156	19	.....	...
“ “ Viaduct.....	12	2	10	30	...	30	...	.....	...
“ “ Savage	3	.....	10	1	10	1	10	.....	...
“ “ Elkridge L'ding	12	2	10	30	...	30	...	.....	...
Totals		3,526	15	34,236	16	9,585	16	34,236	...
LOCAL to LOCAL, Ton- nage and Mileage, going WEST on the WASHING- TON BRANCH.									
Viaduct to Annapolis J..	8	19	8	155	4	155	4	.....	...

*LOCUST POINT is the Shipping Wharf Station in BALTIMORE, and there was 7,029 tons of Ores, Iron, &c. delivered there from Local Points on the Washington Branch.

U

TABLE OF COMMODITIES TRANSPORTED WESTWARDLY.

Being Local Freight Exclusively from BALTIMORE to the Several Stations on the Northwestern Virginia Road, for the year ending 30th September, 1860.

WAY POINTS.

ARTICLES.	TONS	ARTICLES.	TONS	ARTICLES.	TONS.
Salt.....	94	Furniture	3	Dry Goods.....	290
Coffee.....	95	Iron.....	8	Groceries.....	687
Sugar.....	54	Tobacco.....	1	Pig Iron.....	25
Syrup.....	34	Powder.....	7	Marble.....	4
Fish.....	86	Machinery.....	16	Miscellaneous.....	263
Plaster.....	30	Drugs, &c.....	5		
Oysters.....	4	Leather.....	2	Total.....	1,714
Hides.....	3	Manures.....	9		

V

TABLE OF COMMODITIES TRANSPORTED WESTWARDLY,

Being Through Freight exclusively—from Baltimore to WHEELING, BENWOOD AND PARKERSBURG, including that received from Philadelphia, New York, Boston, &c. for the Fiscal Year, ending 30th September 1860.

	Coffee.	Sugar.	Syrup.	Fish.	Oysters.	Iron.	Tobacco.	Powder.	Marble.	Vehicles & Machinery.	Drugs, Oils, Paints, &c.	Brick.	Leather.
To Wheeling.....	Tons. 754	Tons. 253	Tons. 104	Tons. 370	Tons. 35	Tons. 74	Tons. 242	Tons. 30	Tons. 122	Tons. 172	Tons. 671	Tons.	Tons. 148
" Benwood.....	5,922	2,265	768	1,616	585	327	2,005	1	127	470	2,901	.....	362
" Parkersburg.....	4,881	3,773	1,376	1,133	594	390	1,504	.....	175	422	3,505	.....	99
Total Tons.....	11,557	6,291	2,248	3,169	1,214	791	3,751	31	424	1,064	7,077	.....	609

CONTINUED.

	Vegetables.	Dry Goods.	Groceries.	Furniture.	Pig Iron.	Salt.	Guano.	Hardware.	China Glass & Queensware.	Lead, Tin, &c.	Grain.	Miscellaneous.	Receipts.
To Wheeling.....	Tons. 4	Tons. 1,420	Tons. 962	Tons. 58	Tons. 2,837	Tons. 29	Tons. 3	Tons. 293	Tons. 115	Tons. 144	Tons. 5	Tons. 2,917	Tons. 11,762
" Benwood.....	.....	8,539	4,067	234	699	.....	.....	2,191	442	495	.....	1,793	35,809
" Parkersburg.....	.....	2,903	3,667	193	.....	4	26	744	148	364	.....	1,935	27,886
Total Tons.....	4	12,862	8,696	485	3,536	33	29	3,228	705	1,003	5	6,645	75,457

W

Statement of Commodities transported Westwardly, being Local Freight Exclusively, from Baltimore to the Several Stations on the "Main Stem," during the Official Year ending September 30th, 1860.

POINTS. First Class Stations.	Salt....	Coffee...	Sugar...	Syrup...	Fish....	Lumber.	Coal....	Plaster..	Oysters..	Hides...
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.
Ellicott's Mills.....	58	22	28	21	26	1624	734	232	25	.....
Frederick	367	165	261	219	163	2293	1921	632	274	697
Harper's Ferry.....	175	58	75	82	66	135	127	607	1	6
Winchester.....	403	247	304	209	21	...	359	814	1	37
Martinsburg.....	129	66	69	39	94	26	90	253	1	15
Cumberland.....	93	82	95	91	125	...	...	...	2	446
Piedmont.....	46	9	18	10	21	...	...	...	...	1
Grafton	8	7	8	3	8	...	...	...	...	...
Cameron.....	...	6	...	...	2	...	...	...	...	...
Moundsville.....	...	6	...	...	1	...	...	...	...	...
All other points..... (2d Class Stations.)	748	440	594	404	453	2711	837	583	23	630
Totals.....	2027	1108	1452	1078	980	6789	4068	3121	327	1832

POINTS. First Class Stations.	Furniture..	Iron.....	Tobacco...	Powder...	Marble and Granite...	Ag'l Imp, Mach'y, &c.	Drugs, &c.	Grain.....	Brick.....	Leather...
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons.
Ellicott's Mills.....	43	13	7	...	...	65	7	9277	466	1
Frederick	93	156	31	7	227	83	72	8	63	4
Harper's Ferry.....	30	83	35	3	57	70	25	374	...	1
Winchester.....	24	72	134	...	...	39	10	...	...	1
Martinsburg.....	9	19	8	3	...	31	3	2	...	1
Cumberland.....	20	165	21	8	14	98	8	23	...	4
Piedmont.....	11	20	8	...	...	...	2	...	...	...
Grafton	3	...	5	...	...	1	...	...	...	...
Cameron.....	1	...	...	...	2	...	...	...	...	...
Moundsville.....	...	...	...	1	3	1	...	...	...	...
All other points..... (2d Class Stations.)	134	233	59	18	151	185	79	7320	546	68
Totals.....	368	761	308	40	454	573	206	17,004	1075	80

POINTS. First Class Stations.	Manure & Grano....	Cotton...	Vegetables.	Ice.....	Dry Goods.	Groceries..	Pig Iron..	Flour.....	Miscellaneous.....	Recapitulation.....
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.
Ellicott's Mills.....	1149	707	8	...	291	317	...	16	135	15,272
Frederick	294	...	541	127	1137	1615	46	...	434	11,930
Harper's Ferry.....	214	...	83	...	450	637	11	...	501	3,916
Winchester.....	443	...	94	...	366	484	20	...	265	4,347
Martinsburg.....	1	...	72	...	276	426	...	...	133	1,766
Cumberland.....	...	...	67	...	620	1027	1370	...	1906	6,285
Piedmont.....	...	...	2	...	133	192	...	...	98	571
Grafton	2	...	...	...	36	57	...	...	11	149
Cameron.....	...	...	...	...	15	21	...	...	7	54
Moundsville.....	...	...	...	...	33	35	...	...	19	99
All other points..... (2d Class Stations.)	5169	518	96	...	3518	2123	5632	106	1102	34,470
Totals.....	7272	1225	963	127	6875	6934	7079	122	4611	78,859

X ABSTRACT OF COMMODITIES TRANSPORTED EASTWARDLY

From the several Stations on the Main Stem of the Baltimore and Ohio Railroad, to Baltimore during the Twenty-nine Official Years, commencing October 1, 1831, and ending September 30, 1860, inclusive.

ARTICLES TRANSPORTED.	1832. Tons.	1833. Tons.	1834. Tons.	1835. Tons.	1836. Tons.	1837. Tons.	1838. Tons.
Flour.....	146,936 bbls.	169,957 bbls.	182,211½ bbls.	258,162 bbls.	174,643 bbls.	113,870 bbls.	142,412½ bbls.
Tobacco.....	12,610	16,390	27,630	25,862	16,845	11,569	15,391
Grain.....	.....	631 hhds	801 hhds	2,309 hhds	2,377 hhds	2,328 hhds	1,468 hhds
Meal, &c.....	174	351	312	898	913	308	624
Provisions.....	353	280	523	1,500	2,348	1,848	11,106
Live Stock.....	512	1,056	741	2,463	2,349	2,660	1,920
Whiskey.....	29	289	161	53	354	737	647
Granite, lime, soap and limestone..	.....	51	23	46	71	16	834
Iron.....	66	69	130	208	244	295	413
Iron Ore.....	8,332	13,343	10,592	8,626	9,269	10,031	7,812
Lard and Butter.....	1,574	1,143	1,548	2,523	3,796	4,833	3,269
Coal.....	.....	.....	.....	.....	.....	.....	.....
Fire-Wood.....	.....	.....	.....	.....	.....	.....	.....
Leather.....	.....	.....	.....	.....	.....	.....	.....
Bark.....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick.....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	5,766	4,194	4,562	5,400	4,616	7,799	3,647
TOTAL TONS.....	29,416	37,166	36,192	46,979	40,805	40,696	45,663

X—Continued.

ARTICLES TRANSPORTED.	1839. Tons.	1840. Tons.	1841. Tons.	1842. Tons.	1843. Tons.	1844. Tons.	1845. Tons.
Flour	264,033½ bbls 28,516	392,449½ bbls 42,383	255,618 bbls. 27,642	233,536 bbls. 25,233	266,146½ bbls 28,744	241,550 bbls. 26,066	235,602½ bbls 25,446
Tobacco	861 hhds 368	2,115 hhds 900	1,367 hhds 572	1,884 hhds 769	3,456 hhds 1,510	3,598 hhds 1,517	6,770½ hhds 2,885
Grain	1,263	2,004	166	255	2,508	1,878	1,923
Meal, &c.	1,429	2,373	1,012	885	1,001	1,102	1,370
Provisions	451	414	502	201	2,870	2,403	2,352
Live Stock	427	432	671	326	1,219	4,669	5,172
Whiskey	468	492	395	26	566	733	730
Granite, lime, soap and limestone..	4,121	5,218	4,225	3,399	2,597	4,501	4,644
Iron	5,006	3,030	1,024	1,389	2,485	3,552	4,810
Iron Ore .....	.....	.....	.....	.....	.....	.....	.....
Lard and Butter..	.....	.....	.....	.....	476	780	1,206
Coal .....	.....	.....	.....	.....	4,964	5,687	16,021
Fire-Wood .....	.....	.....	.....	.....	.....	.....	.....
Leather .....	.....	.....	.....	.....	.....	.....	.....
Bark .....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick .....	.....	.....	.....	.....	.....	.....	.....
Cotton .....	.....	.....	.....	.....	.....	.....	.....
Wool .....	.....	.....	.....	.....	.....	.....	.....
Lard Oil .....	.....	.....	.....	.....	.....	.....	.....
Lumber .....	.....	.....	.....	.....	.....	.....	.....
Hay .....	.....	.....	.....	.....	.....	.....	.....
Hemp .....	.....	.....	.....	.....	.....	.....	.....
Flaxseed .....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous	2,803	3,257	4,273	4,133	3,694	4,219	3,502
TOTAL TONS.....	44,852	60,503	40,482	36,616	52,634	57,107	71,061

X—Continued.

ARTICLES TRANSPORTED.	1846. Tons.	1847. Tons.	1848. Tons.	1849. Tons.	1850. Tons.	1851. Tons.	1852. Tons.
Flour.....	412,776½ bbls 44,586	579,870½ bbls 62,599	416,110½ bbls 44,717	469,261 bbls. 50,007	508,127 bbls. 54,636	471,872 bbls. 50,969	617,604½ bbls 66,377
Tobacco.....	5,539 hhds 2,344	4,130 hhds 1,700	5,582 hhds 2,322	4,496 hhds 1,761	2,217 hhds 776	3,423 hhds 1,263	2,537 hhds 950
Grain.....	1,172 1,394	6,693 1,967	1,475 1,593	3,347 1,532	818 1,408	4,684 2,491	4,991 3,174
Meal, &c.....	3,192 4,382	3,824 8,204	4,705 12,713	3,808 18,991	2,121 14,863	2,258 14,553	2,411 14,557
Live Stock.....	547	700	1,111	1,078	807	755	778
Whiskey.....	5,205	6,030	6,081	4,358	5,469	6,796	8,378
Granite, lime, soap and limestone..	7,543	8,855	7,326	6,722	7,556	10,956	6,511
Iron.....	.....	.....	.....	3,123	2,470	4,386	2,726
Iron Ore.....	1,661	1,489	1,752	1,767	987	585	435
Lard and Butter.....	18,394	50,259	67,289	71,699	132,534	139,110	132,306
Coal.....	.....	.....	.....	91	88	662	437
Fire-Wood.....	.....	.....	.....	696	956	1,257	1,103
Leather.....	.....	.....	.....	1,169	559	1,188	1,781
Bark.....	.....	.....	.....	1,508	962	1,071	931
Fire-Brick.....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	4,250	6,136	7,861	3,353	3,288	3,738	4,397
TOTAL TONS.....	94,670	158,466	157,405	176,610	230,388	246,724	252,243

X—Concluded.

ARTICLES TRANSPORTED.	1853. Tons.	1854. Tons.	1855. Tons.	1856. Tons.	1857. Tons.	1858. Tons.	1859. Tons.	1860. Tons.
Flour.....	666,160 bbls.	709,495 bbls.	533,320½ bbls	910,696 bbls.	791,582½ bbls.	988,001½ bbls	752,927 bbls.	776,202½ bbls
{	70,185	76,625	53,332	91,059	79,158	98,690	75,292	77,620
Tobacco.....	18,982 hhds	14,543 hhds	13,081 hhds	16,829 hhds	11,440 hhds	30,943 hhds	25,861 hhds	30,145 hhds
{	8,857	7,333	6,420	7,337	5,438	14,939	14,038	15,156
Grain.....	9,610	11,675	7,498	27,231	15,371	21,948	15,168	15,956
Meal, &c.....	2,362	1,773	1,302	2,489	1,699	3,610	4,160	4,747
Provisions.....	5,631	32,927	24,706	36,012	26,287	31,149	26,318	25,212
Live Stock.....	12,481	17,477	21,913	26,208	21,750	23,416	25,184	36,359
Whiskey.....	1,223	4,858	9,491	15,133	18,294	19,304	14,761	24,594
Granite, lime, soap and limestone....	9,906	8,666	5,949	7,040	6,954	4,898	3,294	1,754
Iron.....	7,852	7,526	6,993	5,350	5,280	5,548	4,150	6,116
Iron and Copper Ore	6,192	12,883	7,882	6,990	12,113	8,090	11,607	7,849
Lard and Butter....	1,200	9,709	4,708	5,876	6,464	5,272	4,001	4,876
*Coal.....	308,890	444,817	451,870	446,013	490,943	310,529	323,899	400,534
Fire-Wood.....	104	755	913	1,022	263	124	074	270
Leather.....	1,363	2,368	2,367	2,643	2,191	2,489	3,080	3,066
Bark.....	913	1,151	2,341	1,787	4,106	2,507	2,935	2,629
Fire-Brick.....	1,942	1,348	1,236	3,519	1,453	733	1,074	984
Cotton.....	1,158	619	480	556	171	672	1,701	3,534
Wool.....	113	198	679	1,226	1,202	684	783	2,130
Lard Oil.....	45	1,744	1,287	1,713	1,484	1,061	1,396	2,030
Lumber.....	48	2,191	3,605	6,214	11,655	8,127	22,730	23,421
Hay.....	509	491	140	364	315	167	243	577
Hemp.....	464	3,500	2,074	1,216	442	530	446	227
Flaxseed.....	6	3	19	14	3	4	16	39
Miscellaneous.....	8,427	10,959	5,384	6,365	9,969	13,674	9,030	13,115
TOTAL TONS.....	453,495	661,597	622,589	703,377	723,019	578,081	*566,214	672,795

The aggregates embrace the fraction of tons. * These items do not embrace the business on which freight was paid at departure, excepting Wheeling, Benwood, and Parkersburg, and the coal.

Y

TABLE OF COMMODITIES TRANSPORTED EASTWARDLY,

Being Through Freight exclusively, from WHEELING, BENWOOD and PARKERSBURG, to Baltimore, &c., for the year ending September 30th, 1860.

WHERE FROM.	COTTON.		WOOL.		HEMP.		FLOUR.		TOBACCO.	
	Bales.	†Tons	Bales.	Tons.	Bales.	Tons	Bbls.	Tons.	Hhds.	Tons.
*Wheeling .	156	36	3,723	378	72	22	2,657	265	4,082	1,832
Benwood...	3,449	849	3,642	335	453	99	128,349	12,834	7,561	3,850
Parkersburg	10,577	2,609	6,974	1,041	349	106	221,507	22,150	9,008	5,455

Y—CONTINUED.

WHERE FROM.	GRAIN.	MEAL & SHORTS	PORK & BACON.	IRON.	LEATHER	WHISKEY.		LARD & BUTTER	LARD OIL
	Tons.	Tons.	Tons.	Tons	Tons.	Bbls.	Tons.	Tons.	Tons.
*Wheeling .	917	93	852	45	110	6,196	1,058	350	1
Benwood...	3,024	120	9,549	....	318	55,336	9,553	1,734	882
Parkersburg	4,872	9	13,886	....	610	63,972	12,003	1,794	1,021

Y—CONCLUDED.

WHERE FROM.	LIVE STOCK.	LUMBER.	MISCELLA- NEOUS.	RECAPITULATION.
	Tons.	Tons.	Tons.	TONS.
*Wheeling	14,630	.....	1,130	21,726
Benwood	354	62	3,989	47,559
Parkersburg	8,780	48	3,406	77,796

*Includes all from Wheeling—Local and Through and Live Stock.

†The aggregate includes Cwts. and other fractions of a Ton.

Z

ABSTRACT OF PACKAGES LOADED AT BENWOOD,
By the *Baltimore and Ohio Railroad Company*, and **Forwarded to Baltimore**, during the year ending Sept. 30th, 1860.

DATE.	Bbls. Flour.	Bbls. Pork.	Bbls. Lard.	Bbls. Beef.	Bbls. Eggs.	Bbls. Butter.	Bbls. Whisk'y.	Bbls. Alcohol.	Tres. Hams.	Tres. Lard.	Kegs Lard.	Kegs Butter.	Casks Bacon.
1859—October	18,137	263	14	.....	45	42	2,513	595	485	420	56	241	794
November	23,330	1,029	2	998	11	36	2,573	634	65	101	130	32	311
December	10,766	2,748	742	816	3	80	2,414	1,381	84	200	600	43	249
1860—January	2,493	1,301	769	241	6	126	4,140	1,018	862	340	310	23	1,063
February	1,736	1,956	285	118	81	71	3,325	690	1,066	1,755	468	174	1,770
March	857	469	545	34	294	44	5,128	990	1,675	1,361	402	133	2,290
April	1,716	885	222	24	253	3	3,789	263	729	500	547	12	1,151
May	4,431	2,309	312	7	209	10	6,056	1,162	443	1,173	89	82	1,133
June	1,723	226	34	5	62	9	5,591	837	501	94	572	73	406
July	2,862	26	60	5	65	10	2,653	638	631	.....	5	65	1,152
August	20,887	8	10	10	91	5	3,082	1,155	234	.....	5	41	272
September	39,411	.....	15	3	46	48	3,730	969	136	15	16	694	112
Total	128,349	11,220	3,010	2,261	1,166	484	44,994	10,342	6,911	5,959	3,200	1,613	10,703
Total of statement for the year ending Sept. 30th, 1859	163,173	10,448	3,014	997	746	483	32,624	3,698	5,748	3,654	5,832	2,171	14,431
Increase .....	.....	772	.....	1,264	420	1	12,370	6,644	1,163	2,305	.....	.....	.....
Decrease	34,824	.....	4	.....	.....	.....	.....	.....	.....	.....	2,632	558	3,728

Z—CONTINUED.

D A T E.	Boxes Bacon.	Bales Buffalo Robes.	Bags Oil Cake	Bags Feathers	Bags Wheat & Grain.	Bales Wool.	Bales Hemp.	Bales Cotton.	Hds. Tobacco	Hides.	Bbls. Apples.	Boxes Soap, Candles.	Rolls Leather.
1859—October .....	.....	225	1,169	362	78	400	52	1,234	57	628	21	630	327
November	36	.....	2,551	264	74	27	77	1,413	118	794	19	2,082	304
December	281	.....	2,143	52	39	62	.....	353	.....	374	9	1,480	47
1860—January	451	.....	1,014	171	30	11	.....	284	55	288	.....	250	90
February	458	.....	244	5	13	.....	57	.....	273	196	.....	772	185
March .....	.....	31	312	8	.....	71	.....	.....	515	78	.....	234	270
April .....	.....	.....	817	7	.....	86	44	58	639	1,191	.....	56	236
May .....	.....	.....	978	24	2,641	252	42	.....	1,290	996	.....	.....	355
June .....	.....	20	141	46	40	633	61	.....	1,101	856	.....	225	197
July .....	.....	.....	150	473	1,39	1,232	24	32	1,689	707	.....	175	147
August .....	.....	.....	.....	258	14,41	867	81	75	1,125	928	.....	506	95
September .....	.....	.....	.....	191	27,44	1	75	.....	699	672	3	140	171
Total	1,226	276	9,519	1,861	50,65	3,642	453	3,449	7,561	7,658	52	6,550	2,424
Total of statement for the year ending Sept. 30th, 1859	874	.....	.....	2,745	8,521	3,553	462	3,290	8,164	14,273	7	19,710	2,581
Increase	352	276	9,519	.....	42,131	89	.....	159	.....	.....	45	.....	.....
Decrease .....	.....	.....	.....	884	.....	.....	9	.....	603	6,615	.....	13,160	157

Z—CONCLUDED.

D A T E.	Bbls. Oil.	Boxes Leaf Tobacco	Bbls. Tallow.	Bbls. & Bags Seed.	Loads Bacon.	Boxes Cheese & Starch	Bales Hog Hair.	Bales Broom Corn.	Miscel- laneous.	Total Pounds.	Total Packages
1859—October	62	.....	9	15	.....	783	903	993	3,215	7,248,093	35,472
November	694	.....	117	133	.....	370	69	1,950	3,040	9,769,048	44,063
December	198	.....	.....	32	.....	560	76	335	1,918	6,438,283	28,439
1860—January	306	.....	.....	36	.....	.....	117	209	1,469	5,750,020	17,743
February	332	.....	35	35	8	1,190	.....	143	2,491	7,393,505	20,057
March	374	.....	10	8	.....	6,055	689	73	3,056	7,355,774	26,006
April	460	.....	24	11	.....	.....	374	.....	2,898	5,165,423	16,964
May	726	.....	5	.....	.....	535	210	78	2,354	8,318,167	27,913
June	54	.....	15	.....	.....	646	.....	88	1,869	5,099,767	16,485
July	175	.....	6	.....	.....	1,255	11	.....	3,331	6,357,218	18,873
August	843	19	20	437	.....	1,257	.....	300	1,406	10,208,666	48,430
September	462	695	51	778	.....	1,735	.....	844	1,956	15,364,720	83,116
Total	4,686	714	292	1,485	8	14,386	2,449	5,013	29,003	94,459,686	383,561
Total of statement for the year ending Sept. 30th, 1859	3,798	7	162	571	2	4,953	606	2,970	47,721	89,133,611	371,994
Increase	888	707	130	914	6	9,433	1,843	2,043	.....	5,326,073	93,474
Decrease .....	.....	.....	.....	.....	.....	.....	.....	.....	18,718	.....	81,907
											To'l Increase " Decrease

A.A.

ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE,

Being Local Freight, Exclusively from the several Stations on the Main Stem of the Baltimore and Ohio Railroad, during the year ending September 30th, 1860.

DATE.	Cotton.		Wool.		Hemp.	Flour.		Tobacco.		Grain.	Flaxseed.	Meal and Shorts.		Pork and Bacon.	Fire Wood.	Granite.		Copper Ore.	Lime.
	Bales.	Tons.	Bales.	Tons.	Bales, Tons.	Barrels.	Tons.	Hds.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1859—October ...	36	8	171	12	...	48,921½	4,892	126	47	580	5	447	25	25	...	133	186	8	...
November, ...	...	...	100	5	...	46,654	4,665	24	8	996	4	387	27	27	21	195	...	...	...
December, ...	...	...	17	1	...	45,085½	4,508	8	2	426	6	404	75	75	20	71	153	8	...
1860—January ...	...	...	42	1	...	32,979	3,297	29	12	634	4	272	184	184	157	...	...	...	...
February, ...	...	...	66	7	...	31,276½	3,127	142	60	741	1	319	307	307	63	...	...	...	...
March, ...	...	...	24	1	...	38,936	3,893	449	189	936	1	454	42	42	...	...	...	...	...
April, ...	156	36	72	5	24	28,873½	2,887	715	321	284	1	395	183	183	...	...	...	...	...
May, ...	...	...	33	1	...	30,500½	3,050	1,873	755	383	3	370	9	9	...	...	...	...	...
June, ...	...	...	281	20	...	24,054	2,405	2,234	969	475	1	294	16	16	...	...	...	...	...
July, ...	...	...	953	90	48	20,731½	2,073	1,549	658	197	1	385	24	24	...	...	...	...	...
August, ...	...	...	1,278	134	...	37,635	3,763	1,409	613	640	1	388	4	4	...	...	...	...	...
September, ...	...	...	921	88	...	37,745½	3,774	747	305	806	8	406	21	21	6	177	...	...	...
	192	44	3,958	370	72	423,394½	42,339	9,305	3,947	7,104	39	4,525	921	921	270	1,158	913	249	249

RECAPITULATION.

192 Bales Cotton	44	Meal and Shorts.	4,525
3,958 " Wool	370	Pork and Bacon.	921
72 " Hemp	22	Fire Wood.	270
423,394½ Bbls Flour	42,339	Granite.	1,158
9,305 Hds. Tobacco.	3,947	Copper Ore.	913
Grain.	7,104	Lime.	249
Flaxseed.	39		

A.A.—Concluded.

DATE.	Soap Stone.		Iron.		Iron Ore and Manganese.		Leather.		Whiskey.		Bark.		Lard & Butter.		Lard Oil.		Live Stock.		Lumber.		Coal.		Fire Brick.		Hay.		Miscellaneous.		Flour from Wash'n Branch		
	Tons.	Bbls.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Bbls.		
1859—October.....	31	450	277	187	400	187	234	1,259½	79	107	202	202	202	202	1,675	1,501	33,317	22	315	3,906	22	21	315	3,906	22	21	315	3,906	22	21	
November.....	15	1,259½	348	989	989	234	1,259½	222	222	127	211	211	211	211	1,802	2,485	32,153	43	384	4,687	43	11	384	4,687	43	11	384	4,687	43	11	
December....	11	1,613	551	171	254	171	254	270	270	126	132	132	132	132	2,277	1,460	24,581	96	35	313	3,810	96	35	313	3,810	96	35	313	3,810	96	35
1860—January.....	400	247	247	92	92	1,561	257	64	153	153	153	153	1,257	453	14,359	104	82	300	3,182	104	82	300	3,182	82	75	300	3,182	82	75
February.....	.....	.....	382	217	217	140	140	1,643	254	90	36	36	36	36	1,260	1,580	15,143	8	246	2,672	8	75	246	2,672	75	246	2,672	75	246	2,672
March.....	5	1,475	493	699	699	216	216	1,475	249	46	36	36	36	36	1,032	1,551	28,499	53	360	2,769	53	121	360	2,769	121	360	2,769	121	360	2,769	
April.....	45	1,903	462	968	968	178	178	1,903	339	88	16	16	16	16	1,554	1,495	34,522	141	28	276	3,811	141	28	276	3,811	28	276	3,811	28	276	
May.....	38	653	862	651	651	183	183	653	118	326	9	9	9	9	1,235	2,568	43,099	178	71	335	1,508	178	71	335	1,508	71	335	1,508	71	335	
June.....	49	481	690	847	847	170	170	481	78	843	25	25	25	25	1,401	2,334	34,360	109	43	233	1,034	109	43	233	1,034	43	233	1,034	43	233	
July.....	52	162	482	493	493	121	121	162	27	333	11	11	11	11	1,024	1,772	40,258	27	8	303	4,627	27	8	303	4,627	8	303	4,627	8	303	
August.....	28	178½	523	204	204	136	136	178½	30	206	51	51	51	51	1,212	762	41,644	43	54	259	6,312	43	54	259	6,312	54	259	6,312	54	259	
September...	69	288	641	918	918	178	178	288	50	268	96	96	96	96	1,161	911	30,826	155	516	6,000	155	22	516	6,000	22	516	6,000	22	516	6,000	
	347	11,667	6,116	6,891	6,891	2,010	2,010	11,667	1,979	2,629	985	985	985	985	16,895	18,877	372,766	984	577	44,318	984	577	3,847	577	3,847	577	3,847	577	3,847	577	

RECAPITULATION—Concluded.

Soap Stone.....	347	
Iron.....	6,116	
Iron Ore, &c.....	6,891	
Leather.....	2,010	
11,667 Bbls. Whiskey.....	1,979	
Bark.....	2,629	
Lard.....	985	
Lard and Butter.....	985	
Lard Oil.....	36	
Live Stock.....	16,895	
Lumber.....		18,877
Coal.....		372,766
Fire Brick.....		984
Hay.....		577
Miscellaneous.....		3,847
Coal prepaid.....	497,059	
Total tonnage.....		524,827

The aggregates include cwt's., and other fractions of a ton.

NOTE.—A portion of the Whelcing, and all of the Moundsville Through Freight, is included in the foregoing Table.

BB

ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE,

Being Local Freight exclusively, from the Several Stations on the NORTH-WESTERN VIRGINIA ROAD, by the Baltimore and Ohio Railroad, during the year ending September 30th, 1860.

DATE.	COTTON	WOOL.		FLOUR.		TOBACCO.		GRAIN.	PORK & BACON.	LEATHER.	
	Bales.	Bales.	Tons.	Bbls.	Tons.	Hhds.	Tons.	Tons.	Tons.	Tons.	Cwt.
1859—Oct'r.		4				1					15
Nov'r.				135	13					2	....
Dec'r.		2								1	6
1860—Jan'y.		3									12
Feb'y.										5	8
March.						12	6			3	13
April.						10	4	4		2	7
May.		6				25	15				3
June.		18				15	8			1	....
July.		34	1			42	24	8			5
Aug.						79	9	22			....
Sept'r.		6		165	16	5	3	8			14
.....		73	6	300	30	189	72	39	4	18	7

DATE.	WHISKEY.		LARD & BUTTER	LARD OIL.	LIVE STOCK	LUMBER	COAL	MISCELLANEOUS	RECAPITULATION.	TONS
	Bbls.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1859—Oct'r.			1		657	350	....	55	.....	....
Nov'r.	2				547	388	....	24	73 " Wool.	6
Dec'r.			3		730	185	....	64	300 bbls. Flour	30
1860—Jan'y.			1		494	181	....	19	189 hds. Tobac	72
Feb'y.			2		157	351	....	13	Grain	39
March.	4		1		4	312	....	19	Pork & Bacon.	4
April.						369	....	19	Leather	18
May.					128	519	....	11	6 bbls. Whisky	1
June.			1		270	527	131	11	Lard & Butter.	13
July.					391	437	....	6	Lard Oil	90
Aug.				50	373	318	....	6	Live Stock	4,076
Sept'r.				39	319	493	108	15	Lumber	4,434
									Coal	239
									Miscellaneous	266
									Total	9,293
	6	1	13	90	4,076	4,434	239	266		

CC

FLOUR, *Transported over the Baltimore and Ohio Railroad into Baltimore, during the year ending September 30th, 1860.*

DATE.	11 Mile Post..	Hechester	Ellicott's Mills.	Woodstock ...	Marriottsville.	Hood's Mill..	Woodbine	Mount Airy..	Monrovia	Jamsville.....
1859—Oct...	2,675	1,091	10,692 $\frac{1}{2}$	....	56	539	10	540	1,581	341
Nov...	2,100	2,942	8,290	....	40	316	....	631	1,708	193
Dec...	2,730	2,971	8,188	....	....	281	49	1,409	1,202	296
1860—Jan'y.	450	16,10 $\frac{1}{2}$	5,379	....	54	78	18	1,289	826	85
Feb'y.	1,385	1,140	5,458	64	44	243	60	1,240	1,233	....
March	353	3,366	9,807 $\frac{1}{2}$	....	....	143 $\frac{1}{2}$	121	17,02	1,258	120
April.	360	3,357	6,921	....	....	50	126	769	1,040	200
May..	2,773	2,536	6,906 $\frac{1}{2}$	....	....	153	....	952	857	....
June..	450	1,085	6,772	....	....	80	....	459	1,061	20
July..	5,296	1,444	4,939 $\frac{1}{2}$	....	....	35	....	177	376	....
Aug..	5,500	4,565	6,161	....	....	341	....	182	734	95
Sept...	4,590	3,237	7,217	....	....	608	....	192	828	....
Barrels....	28,861	29,344 $\frac{1}{2}$	86,732 $\frac{1}{2}$	64	194	2,867 $\frac{1}{2}$	384	9,542	12,688	1350

CC—CONTINUED.

DATE.	Reel's Mill.....	Monocacy	Frederick	Buckeystown	Lime Kiln Switch.	Davis' Warehouse.	Doub's Switch...	Point of Rocks...	Catoctin.....	Berlin
1859—Oct...	156	684	9,139	360	1,146	789	....	958	....	....
Nov...	80	1,132	5,312	878	1,226	724	....	2,023	....	85
Dec...	....	922	6,692	1,276 $\frac{1}{2}$	519	645	....	1,974	....	80
1860—Jan'y.	80	825	8,198	870	672	236	....	752	....	....
Feb'y.	80	939	6,495	200	850	550	....	286	....	....
March.	....	787	6,771	216	290	251	....	1,219	....	105
April.	....	852	3,370	823	394	150	....	281	....	....
May..	212	818	4,001	560	....	448	....	484	....	160
June..	160	455	3,852	....	182	191	....	191	....	204
July..	....	....	2,003	732	158	79	75	79	....	....
Aug..	320	796	5,471	1,760	153	781	....	781	....	....
Sept..	240	1,190	3,850	1,360	....	430	....	430	34	....
Barrels....	1,328	9,400	64,150	9,055 $\frac{1}{2}$	5,626	5,334	75	10,064	34	634

CC—CONTINUED.

DATE.	Knoxville.....	Harper's Ferry...	Duffield's.....	Kennysville.....	Vandaevesville...	Marlinsburg.....	North Mountain..	Paw Paw.....	Patterson's Creek.	Cumberland.....
1859—Oct...	409	14,572	....	423	546	1,962	90	....	62	1
Nov...	391	15,576	....	344	336	2,182	....	....	2	2
Dec...	370	12,626	140	526	80	1,665	359	6	....	1
1860—Jan'y.....	10,055 $\frac{1}{2}$	80	389	160	842	30	....	....	....	....
Feb'y.....	120	9,686 $\frac{1}{2}$	....	278	140	785	....	....	....	....
March.....	112	11,656	1	80	150	386	39	....	....	1
April.....	8,718 $\frac{1}{2}$	....	....	80	321	....	....	....	....	....
May.....	218	10,593	....	80	569	347	....	....	....	....
June..	59	7,513	....	75	475	358	240	....	....	....
July.....	4,447	34	....	....	362	399	....	....	....	....
Aug.....	20	8,386	....	214	320	1,346	160	....	....	....
Sept..	106	9,399	....	145	320	1,718 $\frac{1}{2}$	60	....	15	221
Barrels....	1,805	123,228	255	2,474	2,688	12,496 $\frac{1}{2}$	1,724	6	79	229

CC—CONCLUDED.

DATE.	Brady's Mill...	New Creek.....	Moundsville...	Benwood.....	Wheeling.....	Parkersburg...	Wash'n Branch.	Claysville.....	Charksburg....	Webster.....
1859—Oct...	80	....	....	15,348	19	33,986	3,906	....	90	....
Nov...	80	....	....	24,957	....	38,723	4,687	65	....	70
Dec...	80	....	....	11,519	....	17,663	3,810	....	....	....
1860—Jan'y.....	....	....	....	2,349	....	8,000	3,182	....	....	....
Feb'y.....	....	....	....	1,884	....	4,291	2,672	....	....	....
March.....	....	....	....	1,024	2	4,019	2,769	....	....	....
April.....	....	....	....	1,536	1,057	1,536	3,811	....	....	....
May.....	....	....	....	4,565	....	11,774	1,508	....	....	....
June.....	....	....	....	1,434	150	3,624	1,034	....	....	....
July.....	....	....	....	3,110	125	17,402	4,627	....	....	....
Aug..	80	....	160	20,603	244	37,197	6,312	....	....	....
Sept..	181	24	....	40,020	1,060	41,860	6,000	....	75	....
Barrels....	501	24	160	128,349	2,657	221,507	44,318	65	165	70

RECAPITULATION.

	1860.	1859.	INCREASE.	DECREASE.
Main Stem (Local).....	423,394 $\frac{1}{2}$	287,790 $\frac{1}{2}$	135,604	....
Wheeling.....	2,657	12,974	....	10,317
Benwood.....	128,349	163,765	....	35,416
Parkersburg.....	221,507	286,328	....	64,821
“ (Way).....	300	2,069 $\frac{1}{2}$	....	1,769 $\frac{1}{2}$
Total.....	776,207 $\frac{1}{2}$	752,927	135,604	112,323 $\frac{1}{2}$
Washington Branch.....	44,318	31,647	12,671	....
Whole Total....	820,525 $\frac{1}{2}$	784,574	148,275	112,323 $\frac{1}{2}$
			112,323 $\frac{1}{2}$	
Total Increase in 1860..			35,951 $\frac{1}{2}$	

DD

RETURN OF LIVE STOCK

Transported upon the Baltimore and Ohio Railroad, including all Through Stock, transferred at Benwood, &c., during the year ending September 30th, 1860.

WHERE FROM	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Weight Tons.	No.	Weight Ton	No.	Weight Tons.	No.	Weight Tons.
Wheeling.....	73,671	7,802	12,929	545	1,730	831	9,873	5,871
Moundsville.....	4,665	451	3,829	145	380	190	621	313
Cameron.....	3,214	302	486	22	.....	.....	.....	.....
Burton.....	3,984	355	424	16	28	14	104	52
Mannington.....	603	52	125	4	9	4	70	35
Farmington.....	1,624	137	1,789	70	14	7	517	257
Barracksville.....	38	2	444	19	34	17	17	8
Barnesville.....	3,365	300	1,729	76	33	16	1,207	603
Benton's Ferry.....	111	9	.....	.....	.....	.....	72	36
Fetterman.....	258	23	80	4	.....	.....	329	164
Independence.....	.....	.....	239	12	116	58	32	16
Cranberry.....	96	8	147	7	.....	.....	36	18
Oakland.....	.....	.....	.....	.....	5	2	6	3
New Creek.....	315	29	384	17	5	2	75	37
Brady's Mill.....	435	44	.....	.....	.....	.....	317	159
Cumberland.....	332	32	.....	.....	1,158	579	219	109
Patterson's Creek...	1,251	109	358	22	5	2	2,594	1,292
Green Spring.....	743	65	533	30	.....	.....	227	113
Sir John's Run.....	.....	.....	.....	.....	1	.....	.....	.....
North Mountain.....	336	30	.....	.....	.....	.....	39	22
Martinsburg.....	1,357	132	5,964	279	97	48	270	134
Duffields.....	223	18	151	10	.....	.....	6	3
Harper's Ferry.....	2,154	212	5,791	278	10	5	300	150
Berlin.....	78	8	660	32	.....	.....	.....	.....
Catoctin.....	64	4	.....	.....	.....	.....	.....	.....
Point of Rocks.....	165	15	323	18	.....	.....	113	56
Frederick.....	2,125	191	817	45	15	7	87	43
Monocacy.....	697	62	.....	.....	.....	.....	.....	.....
Mount Airy.....	57	4	.....	.....	.....	.....	10	5
Sykesville.....	.....	.....	30	2	.....	.....	14	7
Ellicott's Mills.....	.....	.....	.....	.....	1	.....	.....	.....
	101,961	10,395	37,232	1,657	3,641	1,787	17,155	9,512

NOTE.—The total aggregate includes cwts. and other fractions of a ton.

RECAPITULATION.

101,961 Hogs.....	10,395
37,232 Sheep.....	1,657
3,641 Horses.....	1,787
17,155 Cattle.....	9,512
Total.....	23,351

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RETURN OF LIVE STOCK

Transported upon the Baltimore and Ohio Railroad, including all Through, transferred at Benwood, &c., during the year ending Sept. 30, '60.

DATE.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.
1859—October	12,311	1,291	3,959	163	386	193	676	336
November ...	13,333	1,286	1,550	73	143	71	879	439
December ...	16,640	1,609	1,447	65	137	68	1,200	598
1860—January	4,667	466	1,715	77	381	190	1,448	730
February.....	5,600	561	3,414	154	610	305	1,908	1,051
March.....	6,593	656	1,704	94	492	246	1,652	884
April	8,036	824	4,254	192	273	136	2,010	1,235
May	5,910	573	4,465	195	321	160	2,120	1,256
June.....	7,239	727	6,174	264	228	114	2,176	1,220
July	5,974	670	3,190	130	123	61	750	413
August.....	7,362	808	2,503	115	297	115	1,651	965
September...	8,299	919	2,857	131	250	125	685	381
Total..	101,964	10,395	37,232	1,657	3,641	1,787	17,155	9,512

NOTE.—The total aggregate includes cwts. and other fractions of a ton.

RECAPITULATION.

101,964 Hogs	10,395
37,232 Sheep	1,657
3,641 Horses	1,787
17,155 Cattle	9,512
Total.....	23,353

FF

RETURN OF LIVE STOCK

Transported from the Northwestern Va. Road to Baltimore, during the year ending September 30th, 1860.

DATE.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.
1859—October	3,987	361	2,305	97	48	24	1,953	909
November ...	10,619	1,011	1,959	100	3	1	1,702	775
December....	9,178	942	168	11	21	14	1,560	751
1860—January	1,201	119	905	45	65	32	1,681	841
February.....	373	31	1,038	46	9	4	1,186	727
March.....	1,006	102	455	20	60	31	842	551
April	1,155	120	487	21	70	44	583	405
May	2,650	330	2,298	103	31	18	1,027	662
June	3,165	372	2,212	98	.....	.....	1,210	709
July	1,192	129	3,074	127	33	20	1,185	620
August.....	404	41	1,712	67	34	17	1,112	578
September...	3,380	114	910	41	44	22	935	483
Total	38,310	3,977	17,503	782	418	229	14,976	8,017

FF—CONCLUDED.

WHERE FROM.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.
Parkersburg.....	31,804	3,405	13,297	582	391	208	8,369	4,699
Claysville.....	330	27	.....	.....	.....	.....	104	49
Walkers.....	583	58	154	4	.....	.....	84	43
Cairo.....	.....	.....	85	7	.....	.....	.....	.....
Ellenboro.....	245	22	.....	.....	4	2	.....	.....
Pennsboro.....	2,477	203	80	3	.....	.....	269	135
West Union.....	996	84	.....	.....	10	11	329	156
Salem.....	.....	.....	80	4	.....	.....	26	13
Wilsonburg.....	521	53	90	4	1	.....	690	345
Clarksburg.....	531	50	220	10	11	7	1,020	587
Bridgeport.....	480	42	1,379	68	1	.....	2,366	1,134
Flemmington.....	.....	.....	1,195	49	.....	.....	610	299
Webster.....	343	28	923	46	.....	.....	1,109	555
Total.....	38,310	3,977	17,503	782	418	229	14,976	8,017

NOTE.—The total aggregate includes cwt. and other fractions of a ton.

RECAPITULATION.

38,310 Hogs.....	3,977
17,503 Sheep.....	782
418 Horses.....	229
14,976 Cattle.....	8,017

Total.....13,006

GG

RETURN OF THE TONNAGE,

And Revenue thereupon transported from Washington and the intermediate Stations on the **Washington Branch** of the Baltimore and Ohio Railroad to Baltimore, during the year ending September 30th, 1860.

DATE.	TONNAGE.	STREET-AGE.	WASH. BR'S. PROPORTI'N	MAINSTEM'S PROPORTI'N	TOTAL AMOUNT.
1859—October.....	2,243	\$64	\$1,394 70	\$569 51	\$1,964 21
November ..	2,330	86	1,550 36	616 98	2,167 34
December...	2,223	71	1,397 55	602 46	2,000 01
1860—January.....	2,636	89	1,771 36	720 26	2,491 62
February...	1,745	54	1,234 26	446 69	1,689 95
March.....	1,879	56	1,313 59	494 78	1,808 37
April.....	2,423	56	1,624 04	614 68	2,238 72
May.....	2,333	34	1,708 28	645 20	2,353 48
June.....	1,727	24	1,205 59	497 38	1,702 97
July.....	2,139	65	1,144 60	583 55	1,728 15
August.....	3,174	95	1,837 22	781 41	2,618 63
September..	2,857	95	1,706 63	759 82	2,466 45
Total.....	27,734	\$789	\$17,888 18	\$7,332 72	\$25,220 90

REPORT

OF THE

Master of Road.

Road Department's Report.

Office of Master of Road,

BALTIMORE AND OHIO RAILROAD,

OCTOBER 1ST, 1860.

JOHN W. GARRETT, Esq., *President*.

SIR:

The following Report of the operations of the Road Department during the fiscal year, ending 30th September, is respectfully submitted.

At the beginning of this year it became manifest that there would be a considerable increase of trade, and accordingly a more extended plan of improving the road was adopted, which has caused larger outlays than were desirable last year.

This Department has expended \$418,520 19 for Repairs of Railway, which embraces the maintenance of the Road and all labor and materials used in the repairs of track as well as several important permanent improvements which will be referred to in detail. This amount compared with last year's account, therefore shows an increase of \$72.313 31.

MAINTENANCE OF ROAD

Consists of surfacing, ditching, maintaining original width of road-bed, and removing slips, and has cost \$36,636 17. This sum, divided by the length of the Road, 380 miles—makes \$96 41 per mile—which shows an increase of \$1 28 per mile, when compared with the same account of last year.

RENEWAL OF BALLAST.

On this account there has been expended \$19,220 90.— This amount divided by the length of track, 566.3 miles— shows \$33 94 per mile—or an increase of \$1 84 per mile, when compared with the same account of last year.

REPAIRS OF RAILWAY.

The amount expended in repairs for labor and materials has been :

For Labor	\$196,947 24
“ Materials.....	165,715 88
Total	<u>\$362,663 12</u>

Which shows an increase, when compared with last year's account, of \$70,620 74.

RECAPITULATION.

Maintenance of Road.....	\$36,636 17
Renewal of Ballast.....	19,220 90
Repairs of Railway.....	362,663 12
Total.....	<u>\$418,520 19</u>

The length of main track and sidings is 566.3 miles, an increase of 5.1 miles during this year, which divided into the cost of repairs, \$418,520 19, gives \$739 05 per mile for repairs of railway—being \$122 96 per mile more than last year.

A much improved location of the Road has been made on the 40th section, at a cost of \$6,500. A new line, with an improved grade, and a single curve of 1,520 feet radius, has been substituted for the line used for some years, which contained three curves, of but 300 feet radius.

The amount of new iron rails used in repairs during the year has been 6,932 tons, which shows the relaying of new iron to be equal to $73\frac{3}{4}$ miles of track. Large and superior cross-ties have been selected, and 181,982 have been placed in the track during the year. My estimate for the coming year is 7,000 tons of rails.

It will be remembered that in the Thirty-First Annual Report the estimate for the ensuing year, in order to secure a good condition of road, was 10,000 tons of re-rolled and 3,000 tons new rails; and it must be as gratifying to the Stockholders, as it is to the Officers of the Company, to know that a much less quantity has been actually needed, and that the whole track is now in much better condition than ever before.

By reference to the Thirty-Second Annual Report, it will be seen that 8,881 tons were used in the fiscal year ending September 30th, 1858, and by the Thirty-Third Report, that 4,986 tons were used in that year,—making, for those two years, only about the quantity estimated as likely to be required for one. This large saving has been greatly owing to the wise and careful management of trains at moderate and slow speed by the Transportation Department, and to the improved quality of iron used.

Statement No. 1, in the Appendix, shows the yearly comparison, from 1843 to 1860 inclusive, of expenses and revenue.

Statement No. 2 shows the names and length of sidings, and the kind of rails with which they are laid.

WATCHMEN.

Watching Cuts.....	\$29,421 80
“ Tunnels	1,632 60

MAINTENANCE OF BRIDGES.

Repairs and Rebuilding.—There has been expended on this account, for labor and materials, \$30,522 69, which is \$11,934 31 more than the amount expended last year.

An improved Iron Suspension Bridge, on Fink's plan, is now being erected over the South Branch of Potomac, instead of the wooden structure built when the road was constructed. The new abutments are of solid masonry, with dressed granite facings.

The iron portion of this Bridge, costing \$11,772, has been made at our Mount Clare Shops; and although it has not

yet been substituted, the entire amount has been charged to repairs of bridges for the past year.

A strong Iron Bridge has been erected at Cherry Run, instead of the culvert, which experience had proved inadequate at times of great inundations. The new abutments here, and at Pile's Fork Bridge No. 2, are built in the most solid and substantial manner. All other bridges on the line are now in good condition.

Statement No. 3 shows, in detail, the amount expended on each bridge.

Cost of watching bridges.....\$6,393 65

MAINTENANCE OF WATER STATIONS.

There has been expended on this account \$5,087 64. The machinery and stations are in good working order, with the exception of No. 1, Locust Point, No. 3, Mount Clare, and No. 31, Sleepy Creek, which will be replaced by new tubs this year.

Cost of pumping water.....\$6,782 70

MAINTENANCE OF MAGNETIC TELEGRAPH.

The expenditure on this account has been \$2,798 75, which is an increase, over the same account of last year, of \$521 05, and was occasioned by the renewal of line west of Cumberland.

WASHINGTON BRANCH.

REPAIRS OF RAILWAY.

The expenditure on this account has been \$25,629 54, of which \$2,185 25 was for ditching and maintaining road-bed. This shows an increase of \$3,640 28, when compared with the same account of last year.

REPAIRS OF WATER STATIONS.

The expenditure on this account has been.....\$399 11

Cost of pumping water 583 40

CONSTRUCTION—MAIN STEM.

RAILWAY TRACKS.

The expenditure on this account has been \$1,307 84, for new sidings at Grafton.

SECOND TRACK.

The expenditure on this account has been \$1,218 67, for joining up the track at the Tarpeian Rock, near Ellicott's Mills. This improvement, when completed, will make a continuous line of double track, from Baltimore to Marriottsville, 27 miles, thus greatly facilitating and adding to the security of the movements of trains and saving the expense of watchmen.

GENERAL REMARKS.

Our Road has now attained a condition to challenge comparison with any other line in the country. Our tracks are in fine order; our ballasting and cross-ties have been steadily improved; our tunnels give continued evidence of durability, and our iron and other bridges are strong and reliable.

The line may therefore be regarded as in much better condition than at any former period, and is now adapted to any increased speed of passenger trains that may be found advantageous.

PARKERSBURG BRANCH.

REPAIRS OF RAILWAY.

The expenditure on this account has been

For Repairs of Railway	\$49,802 93
“ Renewal of Ballast.....	5,496 08
“ Maintenance of Road.	16,895 00
Total	<u>\$72,194 01</u>

In consequence of the incomplete condition of this road, considerable sums which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction.

MAINTENANCE OF BRIDGES.

The expenditure on this account has been \$6,250 63, which shows an increase, over the same account of last year, of \$1,411 42.

Statement No. 4 shows, in detail, the amount expended on each bridge.

MAINTENANCE OF WATER STATIONS.

The expenditure on this account has been.....	\$858 57
Cost of pumping water.....	2,170 00

MAINTENANCE OF MAGNETIC TELEGRAPH.

The expenditure on this account has been \$182 01, and shows a decrease, when compared with the same account of last year, of \$409 02.

CONSTRUCTION.

THE TUNNELS.

The Tunnels known as No. 1 and No. 6, the two longest on this line, have been undertaken first, for reasons that are obvious, with as strong a force of workmen as can be judiciously employed, and about 200 feet have been finished in each, with good stone carefully laid in cement.

The experience on the Main Stem proved the importance of arching tunnels at the earliest possible period as a measure of true economy, and it is matter of much regret that a more liberal allowance was not made by the city for this vitally important object; and I beg leave respectfully to urge an increased appropriation which would insure their completion at an earlier date than now provided for.

The present rate of progress, with the inadequate means at our disposal, is necessarily so slow, that much of the trestling must be renewed before the arching can be commenced ; and this entire outlay for retimbering and the contingencies, as well as years of disadvantages for traffic, may be saved by an early completion of these arches.

Statement No. 5 shows, in detail, the amount expended on each tunnel during the year.

My acknowledgments are due to my Assistants, Supervisors, Superintendents of Bridges, Tunnels and Water Stations, for their efficient services in facilitating, with energy and economy, the operations of this Department.

Respectfully submitted,

JOHN L. WILSON,

Master of Road.

1.-

Statement showing the comparative cost of the Repairs of Track, Bridges, Water Stations and Depots, including all materials, Watching Bridges and Pumping Water, with the increased miles run by the Locomotives, Tonnage and Passengers carried one mile, from the 1st October, 1842, to 1st October, 1860.

Year.	Miles of Road in use.	No. of Miles run by Passenger and Tonnage Engines.	Increase per ct. run by Locomotives.	No. of Tons carried one mile.	Increase per cent. on Tons carried one mile.	No. of Passengers carried one mile.	Increase per ct. on Passengers one mile.	Total Cost of Repairs of Track per mile per year.	Increase per ct. on Repairs.
1843	179	509,765	.....	7,109,310	.....	6,062,455	.....	\$463 50	.....
1844	"	537,352	5.41	7,382,468	3.84	8,231,187	35.77	540 70	1.66
1845	"	558,718	9.60	11,217,453	58.63	9,267,920	52.87	492 65	16.29
1846	"	666,634	30.77	16,294,065	129.19	10,700,960	76.51	648 95	40.01
1847	"	808,026	58.50	27,294,065	283.92	12,835,856	111.72	749 42	61.68
1848	"	914,693	79.43	30,027,902	322.37	12,244,235	134.95	935 00	101.72
1849	"	1,005,786	97.30	27,289,313	283.87	12,970,203	113.94	1,089 28	135.01
1850	"	1,109,356	117.62	34,363,692	383.36	14,411,611	137.71	693 00	49.51
1851	205	1,285,088	132.09	44,306,399	524.06	12,014,653	98.18	729 74	57.44
1852	267	1,515,784	197.35	54,316,927	664.02	11,382,327	87.74	800 80	72.76
1853	380	2,009,446	294.19	82,516,224	1,060.68	19,172,385	216.24	940 80	102.97
1854	"	3,220,976	531.85	151,192,958	2,026.55	19,117,718	215.34	905 55	95.37
1855	"	3,257,321	538.98	168,430,208	2,629.14	19,875,043	227.83	1,034 66	123.22
1856	"	3,975,752	679.91	194,019,210	2,629.08	28,184,141	334.89	1,079 48	132.89
1857	"	3,724,133	630.55	202,852,401	2,753.33	31,236,823	415.25	1,035 92	123.50
1858	"	3,626,805	611.46	*165,176,864	2,223.38	25,195,308	315.59	1,473 00	217.80
1859	"	3,192,788	526.32	163,894,324	2,204.78	25,866,172	326.06	616 09	32.92
1860	"	3,331,136	553.46	184,827,145	2,499.79	25,899,628	327.21	739 05	59.45

*EXPLANATORY NOTE.—This aggregate includes 3,193,000 tons one mile on 15,500 tons Coal for Company's use hauled from Piedmont to Baltimore. Deducting this it would leave but 161,983,864 as the actual tonnage one mile on Main Stem account. (See Master of Transportation's Report for 1859.)

1.—Continued.

Year.	Miles of Road in use.	Total Cost of Repairs of Bridges per year.	Increase per ct. on Repairs of Bridges.	Total Cost of Repairs of Water Stations per year.	Increase per cent. on Repairs of Water Stations.	Repairs of Depots, Watching Bridges, Pumping Water, &c.	Increase per ct. on Repairs, Depots, &c.	Annual Revenue for each year.	Increase per ct. of Revenue.
1843	179	\$6,248 06	.....	\$903 89	.....	\$7,396 00	.....	\$575,235	.....
1844	"	6,454 81	3.30	633 74	29.88	7,364 21	.42	658,619	14.49
1845	"	55,516 24	789.18	1,525 94	68.80	8,984 50	21.47	738,603	28.40
1846	"	58,139 73	830.52	2,119 76	134.49	20,318 52	174.72	895,315	55.63
1847	"	65,363 74	946.14	2,450 13	171.03	26,633 05	260.10	1,101,936	91.56
1848	"	59,509 18	852.44	3,946 82	336.60	27,003 20	265.10	1,213,664	110.98
1849	"	30,317 03	385.22	4,795 65	432.52	25,851 16	249.52	1,241,205	115.77
1850	"	11,527 50	84.49	8,111 39	797.29	28,050 43	279.26	1,343,805	133.60
1851	205	15,861 20	153.85	9,377 54	937.36	28,326 43	282.99	1,349,222	134.55
1852	267	13,684 12	119.01	11,151 50	1,133.60	25,331 50	242.60	1,325,562	130.43
1853	380	16,093 33	159.57	12,028 47	1,230.61	29,128 22	293.83	2,033,419	253.49
1854	"	64,179 30	927.18	19,197 43	2,022.55	33,013 97	373.40	2,645,689	533.75
1855	"	49,750 64	696.25	13,084 94	1,347.48	51,286 86	593.44	3,711,454	545.20
1856	"	51,951 64	731.48	17,877 74	1,877.86	51,690 61	598.90	4,385,951	662.46
1857	"	68,120 39	990.26	26,772 31	2,861.90	90,373 50	851.50	4,616,998	702.62
1858	"	24,991 29	299.98	10,613 90	1,074.24	58,705 44	653.18	3,856,485	570.42
1859	"	18,588 38	197.51	7,249 99	702.08	34,633 36	368.27	3,618,618	529.07
1860	"	30,522 69	388.51	5,087 64	462.86	35,995 82	386.69	3,922,202	581.84

Statement showing the **Names and Lengths of Sidings and kind of Rail,**
on the several Sub-divisions of the **Baltimore and Ohio Railroad, Main Stem,**
September, 30, 1860.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
1	Locust Point Yard.....	T	7,576		
	" " "	U	6,400		
	" " "	Plate	2,877		
	Reese's Furnace.....	"	182		
	" " "	T	52		
	Dobbin & Warfield.....	U & T	931		
	Ellicott's Switch.....	"	260		
	Baltimore Gas Company.....	T	2,028		
	Addison's Brick Yard.....	U & T	324		
	Coal Yard near Slip.....	T	117		
	Pratt Street Turnout.....	Cast	875		
	Burn's Brick Yard.....	U	240		
	Phillip's Switch.....	"	178		
	Sidings at Mount Clare.....	Plate	14,581		
	" " "	U & T	23,048		
	" " "	Cast	895		
	Camden Station.....	T	23,100		
	" " "	Groove	470		
	Cecil Alley.....	U & T	1,020		
	" " Siding.....	T	210		
	Alley Siding Curve.....	Cast	77		
	Jno. W. Ross & Co.....	Plate	95		
	Curve Track.....	Cast	77		
	Wm. Robinson.....	Plate	95		
	Cecil Alley.....	T	2,730		
	Carey Street Bridge to junction } Locust Point Road..... }	U	13,464		
	Sidings	T	7,660		
	Mount Clare Junction.....	"	1,860		
	" " "	U	720		
	5th Mile Scott's Cut.....	"	425		
	Vinegar Hill.....	"	40		
	West of Deep Cut.....	U & T	460		
	6th Mile.....	T	460	Left	
	3th Mile.....	"	240	Right	
	9th Mile—Relay House.....	"	562	"	
	" " South Side.....	U & T	374	Left	
	Avalon " "	U	209	"	
	South Side.....	"	545	Right	
	Bailey & Worthington.....	T	285	Left	
	Elchester.....	Plate & U	720	Right	
	" " "	T	120	"	
	Isaac's Stone Quarry.....	U & T	225	Left	
	Ellicott's Mills.....	Plate	1,190	"	
	" " "	U & T	1,662	"	
	" " Second Track.....	T	840	"	
	Union Wood Siding.....	U	200	"	
	Hollofield's	"	440	"	
			121,139		

2—CONTINUED.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
2	Elysville.....	T	220	Right	
	" Lime Switch.....	"	200	"	
	Dorsey's Run.....	U	300	"	
	Woodstock.....	"	260	"	
	Marriottsville.....	"	529	"	
	" Lime Switch.....	U & T	340	"	
	Tunnel Switch.....	"	331	"	
	Gorsuch ".....	T	160	"	
	Elba Furnace.....	U & T	1,062	Left	
	Sykesville—North Side.....	"	1,608	Right	
	Patterson's.....	T	240	"	
	Slabtown.....	U & T	6,824	Left	
	Gaither's Siding.....	U	75	"	
	" ".....	Cast	231	"	
	" ".....	U	151	"	
	Hood's Siding—North Side.....	"	299	"	
	" " " ".....	U & T	1,578	"	
	Bentz's Switch.....	"	622	"	
	Morgan's ".....	"	440	"	
	Woodbine—North Side.....	U	710	"	
	" South Side.....	T	615	Right	
	Water's Switch.....	"	240	"	
	Plane No. 1.....	U & T	3,771	"	
			20,806		
3	Plane No. 1.....	U & T	1,208	Left	
	Mount Airy.....	T	1,300	"	
	Clark's.....	"	275	Right	
	Y.....	"	750	Left	
	Bussard's.....	"	650	Right	
	" Lime Switch.....	"	220	"	
	Plane No. 4.....	U & T	1,100	"	
	" " Snow Plough.....	T	135	"	
	" " Sand House.....	U & T	514	Left	
	Bartholow's.....	"	575	Right	
	Monrovia.....	Plate & U	572	Left	
	Ijamsville.....	T	518	"	
	Hoffman's.....	U & T	230	Right	
	Reel's Mills.....	"	294	Left	
	Gambrill's.....	T	350	"	
	Monocacy Bridge.....	Plate & T	1,784	Right	
	" ".....	T	1,754	Left	
	" " Siding.....	"	361	"	
	" Wood House Siding.....	"	293	Right	
	" Sand House ".....	Plate & T	358	Left	
	Bregle's.....	Plate	550	"	
	Depot in Yard in Frederick.....	Plat U & T	5,061	"	
			18,852		

2—CONTINUED.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
4	Lime Kiln.....	Plate & U	535	Right	
	Buckeystown.....	"	335	Left	
	Adamstown.....	"	500	"	
	Doub's Switch.....	"	264	Right	
	Point of Rocks.....	"	520	Left	
	Catoctin.....	"	700	"	
	Berlin.....	U & T	4,392	"	
	Furnace Switch.....	Plate	640	Right	
	Knoxville.....	Plate & U	475	Left	
	Pacely's Mill.....	T	483	"	
	Weaverton.....	"	3,080	Right	
	Sandy Hook.....	U	2,204	"	
			14,128		
5	Sandy Hook.....	U & T	3,150	Right	
	Harper's Ferry Bridge.....	"	150	Left	
	" " Trestle.....	U	1,800	"	
	Quarry Siding.....	"	680	"	
	Pitcher's Mill.....	"	200	"	
	Duffield's.....	"	300	Right	
	Kearneysville.....	"	220	"	
	Dunnington.....	"	187	Left	
	Flagg's Mill.....	Plate	160	"	
	Martinsburg.....	U & T	15,706	Right	
	" " Engine House.....	"	6,500	"	
	Nadenbouch's Mill.....	U	200	Left	
			29,253		
6	Martinsburg.....	U & T	7,516	Right	
	North Mountain.....	T	807	"	
	Cherry Run.....	U & T	5,797	"	
	Sleepy Creek.....	U	1,926	Left	
			16,046		
7	Hancock.....	U & T	8,980	Right	
	C. A. Swan's.....	U	192	"	
	Sir John's Run.....	U & T	6,444	"	
	Leopard's.....	U	283	"	
	C. D. Grafflin.....	U & T	356	Left	
	Great Cacapon.....	"	231	"	
	Willett's Run.....	U	7,763	Right	
	Rockwell's Run.....	T	7,794	"	
			32,043		
8	140th Mile Siding.....	T	1,650	Left	
	Doe Gulley Tunnel.....	U & T	2,000	Right	
	No. 36 W. S., formerly No. 12....	"	11,967	Left	
	Paw Paw.....	U	300	"	
	Little Cacapon Depot.....	"	90	Right	
	" " Near Bridge.....	U & T	8,679	"	
			24,686		

2—CONTINUED.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
9	French's Depot.....	U	500	Right	
	Green Spring Run.....	U & T	7,000	"	
	Patterson's Creek.....	"	9,700	"	
	Cumberland East of Baltimore St..	T	3,240	"	
	" " " "	U	12,436	"	
	" Yard.....	U & T	16,529	"	
	Will's Creek.....	T	3,060	"	
			52,465		
10	Buck Lodge	U & T	760	Left	
	Brady's Mill.....	T	6,319	"	
	"	"	345	"	
	Rawling's W. Station	"	3,787	Right	
	" "	"	359	"	
	Black Oak Bottom.....	"	4,150	"	
	" " "	"	250	"	
			15,970		
11	New Creek	T	5,190	Left	
	Piedmont.....	"	20,892	"	
	"	"	1,280	"	
	" to Eng. H. & Shops.....	"	3,500	Right	
	" in " " "	"	3,192	"	
	Hampshire Coal Co.....	"	300	Left	
	Bloomington.....	"	284	"	
	Frankville.....	"	2,545	Right	
	"	"	645	"	
	Swanton.....	"	1,163	"	
			38,991		
12	Wilson's Store Siding.....	T	259	Right	
	" " to Altamont.....	"	6,491	"	
	47th Section.....	"	870	Left	
	Oakland.....	"	5,558	"	
	"	"	239	Right	
	Hall's Switch.....	"	415	"	
	Hutton's Switch.....	"	1,560	Left	
	Duvall's "	"	480	"	
	Y at Altamont.....	Gro. & T	740	Right	
			16,612		

2—CONTINUED.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
13	Cranberry Summit.....	T	7,335	Left	
	“ “	“	872	Right	
	Y at “ “	Gro. & T	662	“	
	Rodemer's Tunnel, W. End.....	T	1,300	“	
	Cheat River	“	4,021	“	
	Rowlesburg.....	“	909	“	
	Y &c., at Rowlesburg.....	“	1,120	Left	
	259th Mile.....	“	2,092	Right	
	Tunnelton.....	“	5,655	“	
	McGrew's	U & T	410	Left	
			24,376		
14	Kingwood Tunnel, W. End.....	T	862	Right	
	Newburg.....	“	6,338	Left	
	Y at Newburg.....	“	812	Right	
	Tracks to Engine House.....	“	1,240	“	
	Coal Sidings.....	“	1,266	“	
	Independence	“	282	“	
	Lancaster Furnace.....	“	146	Left	
	Thornton	“	5,625	“	
	“	“	250	“	
	Grafton.....	“	3,273	Right	
			8,046	Left	
			28,140		
15	Fetterman.....	T	7,144	Left	
	“	“	309	“	
	Valley Falls.....	“	3,562	“	
	Nuzum's Mills.....	“	229	“	
	Texas.....	“	3,141	“	
	Benton's Ferry.....	“	750	Rt & Lt	
			15,135		
16	Pierpont & Watson.....	T	93	Left	
	Fairmont	“	97	“	
	Main Siding.....	“	3,056	Right	
	Jackson's	“	97	“	
	Barnesville.....	“	501	Left	
	Barracksville	“	495	Right	
	Farmington	“	4,598	“	
	Brick Yard.....	“	500	“	
	Mannington.....	“	4,340	“	
			13,777		

2—CONTINUED.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
17	Glover's Gap.....	T	4,688	Right	
	Burton	"	4,369	Left	
	" Engine House & Y.....	"	1,084	Right	
	Littleton	"	3,742	Left	
	" Quarry	"	515	Right	
	Board Tree Tunnel, E. End.....	"	947	Left	
			15,345		
18	Belton.....	T	2,510	Right	
	Welling Tunnel, E. End.....	"	550	"	
	Cameron " W. "	"	5,320	Left	
	Engine House & Y.....	"	1,259	Right	
	Easton's	"	3,738	Left	
	"	"	263	Right	
			13,640		
19	Shepherd's Tunnel	T	645	Left	
	Roseby's Rock.....	"	4,704	"	
	Quarry	U	436	Right	
	Hogan's Mill.....	T	180	"	
	Moundville	"	6,676	Left	
	" Coal Yard.....	"	468	Right	
	McMechen's Cut.....	"	5,700	Left	
	Benwood.....	"	3,750	"	
	" Junction.....	"	5,600	"	
	Incline's	"	936	"	
	Benwood Cattle Yard.....	"	2,604	Right	
	Ritchie Town.....	"	8,525	Left	
	Wheeling Depot.....	"	11,260	"	
	Engine House & Y.....	"	3,639	Right	
			55,123		

RECAPITULATION OF SIDINGS ON MAIN STEM,

September 30th, 1860.

NO. OF SUB DIVISION.	LENGTH.			REMARKS.
1st Sub Division,	121,139			
2d "	20,806			
3d "	18,852			
4th "	14,128			
5th "	29,253			
6th "	16,046			
7th "	32,043			
8th "	24,686			
9th "	52,465			
10th "	15,970			
11th "	38,991			
12th "	16,612			
13th "	24,376			
14th "	28,140			
15th "	15,135			
16th "	13,777			
17th "	15,345			
18th "	13,640			
19th "	55,123			
	566,527			

Total length of Sidings on Main Stem.....107 miles, 1,567 feet.

2—CONTINUED.

Statement showing the Names and Length of each Siding and kind of Rail used on the Washington Branch, September 30, 1860.

NAME OF SIDING.	KIND OF RAIL.	LENGTH	SIDE OF ROAD.	REMARKS.
Viaduct Siding.....	Plate & T	1,026	Left	
Elk Ridge.....	T	1,150	"	
" Off Cast.....	"	250	"	
Hanover Siding.....	Plate	580	Right	
Cole's ".....	T	354	Left	
Dorsey's Cut.....	Plate	750	"	
Jessop's Cut, East End.....	T	2,500	"	
" " West End.....	"	1,125	"	
Williams'.....	"	670	"	
Old Patuxent.....	"	390	"	
Annapolis Junction.....	"	1,467	"	
Savage, North Side.....	"	420	"	
Watson's Cut, East End.....	"	1,200	"	
Smith's Siding.....	"	282	"	
Laurel ".....	"	1,300	"	
Simmond's.....	"	650	"	
White Oak Bottom, E. End....	"	1,200	"	
" " W. ".....	"	950	"	
" " Off Cast....	Plate	350	Right	
Muirkirk Furnace.....	"	340	Left	
Beltsville.....	Plate & T	1,220	"	
Brown's.....	Plate	354	"	
Scaggs'.....	"	150	"	
Paint Branch.....	T	1,200	"	
Calvert's Siding.....	Plate	250	"	
Bladensburg.....	Plate & T	1,050	"	
Dundas'.....	T	298	Right	
Bladensburg Cut, E. End.....	"	820	Left	
" " W. ".....	"	936	"	
Washington Depot.....	"	2,500	"	
Tracks in " Yard.....	"	5,600	"	
		31,332		

Total length of Sidings.....5 miles and 4,932 feet.

RECAPITULATION.

Main Track from Relay House to Washington.....30 miles.
 Length of Sidings..... 5 " 4932 feet.

Total length.....35 miles 4932 "

2—CONTINUED.

Statement showing the Names and Lengths of Sidings and kind of Rail used on the several Sub-Divisions of the Parkersburg Branch, Sept. 30, 1860.

NO. OF DIV.	NAME OF SIDING.	KIND OF RAIL.	LENGTH.	SIDE OF ROAD.	REMARKS.
1	Grafton Yard.....	T	5,339	Left	
	Engine House and Shops.....	"	1,072	"	
	Y at Grafton	"	386	Right	
	West of Bridge.....	"	1,025	"	
	Webster.....	"	486	"	
	Flemmington.....	"	408	Left	
	Bridgeport.....	"	640	"	
	No. 1 Tunnel.....	"	941	Right	
	Clarksburg	"	1,804	Left	
			19,771		
2	Wilsonburg	T	630	Right	
	No. 2 Tunnel.....	"	320	"	
	Salem.....	"	1,569	Left	
			2,519		
3	Smithton	T	1,700	Right	
	West Union.....	"	729	Left	
	Central.....	"	2,400	Right	
	Tail Gate.....	"	768	Left	
			5,598		
4	Pennsborough	T	512	Left	
	Ellesborough	"	490	Right	
	Cornwallis.....	"	1,575	"	
	Carro.....	"	456	"	
	Petroleum.....	"	560	"	
			3,593		
5	No. 21 Tunnel, East End.....	T	450	Right	
	" " West ".....	"	575	"	
	Walker's.....	U & T	1,200	Left	
	Kanawha.....	T	800	"	
	Claysville.....	"	2,000	Right	
	Parkersburg Yard.....	"	10,100	Left	
	Y at Parkersburg.....	"	930	"	
	Incl. Plane & En. House.....	"	2,101		
			18,176		

RECAPITULATION OF SIDINGS ON THE PARKERSBURG BRANCH,
SEPTEMBER 30, 1860.

NO. OF SUB-DIVISION.	LENGTH.	REMARKS.
1st Sub-division.....	12,771	
2d " 	2,870	
3d " 	5,588	
4th " 	3,563	
5th " 	18,176	
	42,968	

Total length of Sidings on Parkersburg Branch, 8 miles 728 feet.

3

*Statement showing the Amount Expended on each Bridge on the
Main Stem, during the year ending 30th September, 1860.*

Repairing Bridge on Locust Point Road.....	\$86 40
“ Carey Street Bridge.....	5 25
“ Elysville Lower Bridge.....	71 29
“ “ Upper “ 	149 62
“ Marriottsville “ 	890 70
“ Bush Creek “ 	4 68
“ Monocacy “ 	64 15
“ Catocin Viaduct “ 	85 23
“ Harper's Ferry “ 	393 30
“ “ Trestlework 	642 30
“ “ Boatway.....	63 70
“ Tilt Hammer Bridge.....	159 90
“ Government U. S. “ 	44 10
“ Opequan “ 	55 39
“ Pillar “ 	92 85
Rebuilding Cherry Run Culvert.....	4,962 16
“ South Branch Bridge.....	15,014 85
Repairing Patterson's Creek Bridge.....	406 37
“ North Branch “ 	25 95

Σ—CONTINUED.

Repairing	Wills Creek Bridge.....	3 22
"	Cumberland "	330 42
"	Row's Run "	68 50
"	Mill Run "	40 15
"	Ravenscraft Crossing, Section 197.....	80 93
"	Potomac River Bridge	40 06
"	New Creek "	29 74
"	Pound Run "	9 75
"	Goods Run "	8 00
"	Crab Tree " No. 1.....	62 35
"	" " No. 2 and 3.....	15 75
"	" " No. 4.....	40 27
"	" " No. 5.....	45 00
"	Little Youghiogheny Bridge.....	67 41
"	Cherry Glades Run "	8 50
"	Big Youghiogheny "	54 70
"	North Fork Snowy Creek Bridge.....	5 25
"	Salt Lick Bridge	144 62
"	Carr's "	17 75
"	Cheat River Bridge	164 67
"	Viaduct " No. 1.....	36 46
"	" " No. 2.....	23 75
"	Raccoon Run Bridge No. 1.....	9 75
"	" " " No. 2.....	63 46
"	Hook's Run "	53 07
"	Raccoon Run " No. 3.....	65 80
"	Sheehan's Run Bridge	17 50
"	Thorn's Run "	32 60
"	Three Fork "	58 67
"	Dick's Run "	9 50
"	Norris's "	170 83
"	Wickwire "	196 36
"	Benton's Run "	45 26
"	Monongahela "	302 70
"	Coal Run "	28 73
"	Buffalo Creek " No. 1.....	167 90
"	Finch Run "	109 30
"	Conway's Run "	18 65
"	Dunkard's Run "	21 41
"	Buffalo Creek " No. 2.....	56 25
"	Mahan's Run "	8 00
"	Piles' Fork " No. 1.....	311 50
"	" " No. 2.....	950 37
"	" " No. 3.....	24 81

3—CONCLUDED.

Repairing Piles' Fork Bridge No. 4.....	53 17
“ “ “ “ No. 6.....	110 34
“ Right Hand Fork Run Bridge.....	17 43
“ Storm's Run Bridge.....	57 43
“ Piles' Fork “ No. 7.....	11 75
“ Church's Fork Bridge No. 1.....	28 75
“ Lost Run “.....	23 00
“ Clap Fork “.....	7 25
“ Church's Fork “.....	55 35
“ Fish Creek “.....	42 86
“ Church's Fork “ No. 6.....	21 90
“ “ “ No. 9.....	306 25
“ North Fork Grave Creek Bridge.....	3 75
“ Cameron Run Bridge.....	40 15
“ Left Hand Fork Grave Creek Bridge.....	34 40
“ Parker's Run Bridge.....	3 75
“ Grave Creek “ No. 2.....	39 77
“ “ “ No. 3.....	74 45
“ “ “ No. 4.....	14 00
“ “ “ No. 5.....	101 68
“ “ “ No. 6.....	43 45
“ “ “ No. 7.....	35 40
“ Hogan's Run “.....	25 90
“ Grave Creek “ No. 8.....	31 30
“ “ “ No. 9.....	42 00
“ Little Grave Creek “.....	69 74
“ Wheeling Creek “.....	56 00
“ Moundsville “.....	59 64
“ County Road “.....	64 15
“ 10 feet Span “.....	8 60
“ Culverts on 2d and 4th Sub-divisions.....	1,066 17
“ Culverts at Burton.....	42 00
“ Culvert at Benwood.....	436 66
“ Culvert on Section 328.....	42 90
“ Bridge at Littleton.....	10 96
“ Cattle Guards.....	202 53

 \$30,522 69

4.

Statement showing the **Amount Expended on each Bridge on the Parkersburg Branch, during the year ending 30th September, 1860.**

	NO.	SECTION.	
Repairing Grafton Bridge.....	1.....	1.....	\$311 74
" Valley River Bridge.....	1.....	1.....	194 67
" Simpson's Creek Bridge...	4.....	16.....	123 77
" " " ".....	5.....	17.....	1,280 59
" " " ".....	6.....	18.....	197 04
" Joe's Run ".....	7.....	18.....	27 55
" West Fork ".....	8.....	23.....	473 47
" Limestone Creek ".....	10.....	24.....	37 89
" " " ".....	11.....	24.....	35 05
" " " ".....	12.....	25.....	28 39
" Ten Mile ".....	13.....	30.....	11 89
" Long Run ".....	15.....	41.....	3 21
" Morgan's Run ".....	17.....	43.....	3 59
" Buckeye Fork ".....	18.....	44.....	120 29
" " " ".....	19.....	45.....	97 53
" " " ".....	20.....	46.....	52 86
" " " ".....	21.....	48.....	51 51
" Middle Island ".....	22.....	49.....	11 39
" Arnold's Creek ".....	24.....	51.....	150 94
" Hughes' River ".....	25.....	58.....	32 46
" Bond's Creek ".....	30.....	72.....	17 39
" Hughes' River ".....	31.....	73.....	195 73
" " " ".....	32.....	74.....	467 63
" " " ".....	33.....	74.....	169 51
" " " ".....	34.....	75.....	348 67
" Goose Creek ".....	35.....	81.....	22 43
" " " ".....	36.....	81.....	22 39
" " " ".....	37.....	82.....	33 53
" " " ".....	38.....	82.....	7 39
" " " ".....	39.....	83.....	20 39
" " " ".....	40.....	83.....	13 06
" " " ".....	41.....	83.....	71 39
" " " ".....	42.....	83.....	56 95
" Cairo ".....	.....	.....	301 45
" Walker's Creek ".....	43.....	86.....	126 71
" " " ".....	44.....	89.....	29 89
" " " ".....	45.....	90.....	13 51
" " " ".....	46.....	91.....	194 54
" " " ".....	47.....	92.....	147 72
" Stilwell Run ".....	48.....	95.....	14 64
" Worthington ".....	49.....	102.....	12 89
" Trestlework.....	.....	16.....	350 60
" ".....	.....	18.....	61 89
" " at Parkersburg.....	.....	.....	196 82
" County Road Bridge.....	.....	11.....	98 94
" Wilson's 12 foot Span Bridge.....	.....	.....	8 74

\$6,250 63

5

Statement showing the Amount Expended for Graduation on the Parkersburg Branch, during the year ending 30th September, 1860, as follows, viz :

No. 1	Tunnel—Clarksburg, Section 19.....	\$7,319 71
" 2	" Brandy Gap, " 31	427 44
" 4	" Buckeye, " 42.....	102 35
" 6	" West Union " 50.....	8,499 73
" 7	" Calhoun Summit, Section 60.....	35 18
" 8	" Cunningham's, " 62.....	694 04
" 9	" Cross-Eye " 63.	388 60
" 11	" " 70.....	308 95
" 12	" " 71.....	275 64
" 15	" " 72.....	267 10
" 17	" " 73.....	243 45
" 18	" " 74.....	365 40
" 19	" Silver Run " 78	183 85
" 21	" Eaton's " 85....	1,281 26
" 22	" Rodemer's " 86	16 00
" 23	" Kanawha " 93.....	97 15
		<hr/> \$20,505 85

Statement showing the Number of Bridges and their Location on the Baltimore and Ohio Railroad; also their span in feet, character, and their present condition—September 30, 1860.

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Carey Street Bridge.....	2	75.6	1	Iron	
Gwynn's Falls.....	3	79.6	2	Stone	
“ “	3	20.6	2	“	
Jackson's Bridge.....	4	107.6	1	Wood	
6 Mile Bridge.....	6	14.	1	Stone	
Dr. Hall's Road.....	6	16.	1	“	
Vinegar Hill.....	7	30.	1	“	
Relay Culvert.....	9	10.6	1	“	
Avalon Stone.....	11	14.6	1	“	
West “ “	11	11.6	1	“	
Bell's “	11	12.	1	“	
Saw Mill.....	12	19.6	1	“	
Ilchester Bridge.....	13	54.	2	“	
Culvert at Gray's Water } Station	14	10.		“	
Ellicott's Mills Road.....	16	20.	1	“	
Elysville	21	111.	3	Iron	
“	21	97.6	3	“	
Dorsey's Run.....	22	12.	1	Stone	
“ “	22	12.	1	Wood	
McKinney's Run.....	23	12.	1	Stone	
D. Davis' Road Bridge....	24	14.	1	“	
Hubbard's.....	26	14.	1	“	
Marriottsville	29	12.	1	“	
Tunnel Bridge.....	29	48.6	1	Iron	
Piney Falls	34	20.	1	Stone	
Woodbine.....	37	25.	1	“	
Dorsey's Bridge.....	45	12.	1	“	
McElfresh	47	12.	1	“	
“	48	25.	1	“	
Monrovia	49	12.	1	“	
Shipley's Run.....	51	10.	1	“	
Hall's Run.....	51	12.	1	“	
Bush Creek.....	55	23.6	3	Iron	
“ “	55	23.6	2	“	
Monocacy	58	107.6	3	“	
Shoaff's Run.....	60	29.6	1	Stone	
Tuscarora.....	65	19.6	1	“	
Doub's Culvert.....	66	12.	1	“	
Grave “	70	10.6	1	“	
Poplar Branch.....	71	15.6	1	“	
Catoctin.....	72	50.	2	“	

6—CONTINUED.

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Boatway Culvert.....	73	14.	1	Stone	
Open "	75	8.6	1	"	
Open "	75	12.6	1	"	
Open "	76	8.	1	"	
Open "	77	12.	1	"	
Wever's Bridge.....	79	25.	1	"	
Harper's Ferry Bridge.....	82	122.	1	Wood	
" " "	82	76.	1	"	
" " "	82	126.9	1	"	
" " "	82	127.	1	"	
" " "	82	126.6	1	"	
" " "	82	126.6	1	"	
" " "	82	130.6	1	"	
Winchester Span.....	82	124.	1	"	Total length of Bridge— 1,051 feet.
Harper's Ferry Trestle...	82	15.	16	Ir. & Wood	
" " Boatway	82	31.	1	Wood	
Trestle Work West "	82	15.	92	Ir. & Wood	
Tilt Hammer.....	82	40.	4	Wood	
Government (U. S.).....	82	10.	12	"	
Canal Bridge.....	82	150.	1	"	
Priestly "	83	13.6	1	"	
Pitcher's "	83	18.	1	Stone	
Strider's "	84	18.	1	"	
" "	84	10.	2	"	
Engle's "	84	14.	1	"	
Thomas' Crossing.....	94	12.	1	Wood	
Couchman's Bridge.....	95	15.	1	Stone	
Opequan "	97	147.8	1	Wood	
Tuscarora "	99	39.6	1	"	
Bull's Eye(Mead's)Bridge	99	19.6	1	Stone	
" "	99	34.	1	Wood	
Pillar "	100	40.	9	"	
Fanver's "	100	14.	1	St. & Wood	
" "	100	27.	1	"	
McClure's Lower "	100	14.	1	Wood	
" " Upper "	100	14.	1	"	
Dry Run "	101	13.	1	Stone	
Speck's Road "	106	12.	1	"	
Myers' "	107	13.	1	"	
Back Creek "	110	80.	1	"	
Cherry Run "	113	20.	1	"	
Big Run "	115	20.	1	"	
Sleepy Creek "	118	109½	2	Wood	
Hancock "	123	25.	1	Stone	
Sir John's Run "	128	15.	1	"	
Great Cacapon "	132	132½	2	Wood	
Bruce's Boatway "	133	18.	1	Stone	
Willett's Run Bridge.....	133	12.	1	"	
Donnell's Run "	152	11.	1	Wood	

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Little Cacapon Bridge.....	157	131.	1	Wood	
Morrow's Run "	159	13.	1	"	
South Branch "	162	121.	3	"	
Green Spring "	164	16.	1	"	
Round "	166	10.	1	"	
Dan's Run "	168	12.	1	Stone	
Patterson's "	170	72.6	2	Wood	
North Branch "	172	134.8	3	Iron	
" "	172	131.	1	Wood	
Everett's Creek "	174	100.	1	"	
Hays' Street "	179	27.6	1	Wood & Ir.	
Wills' Creek "	179	50.	14	Brick	Over Road- way.
Fayette Street "	179	39.5	1	Wood	
Mud Run "	179	12.	1	Iron	
Washington St. "	179	37.	1	Wood	
Lynn's Run "	179	12.	1	Iron	Over Road- way.
Riser's "	182	16.	1	Ir. & Wood	
Manica Run "	184	25.	1	"	
Camp Run "	185	20.	1	Stone	
Bridgefords "	187	20.	1	"	
Swearingen's "	188	10.	1	Wood	
Key's Run "	188	12.	1	"	
Row's Run "	189	25.	1	Ir. & Wood	
Mill Run "	190	12.	1	Wood	
" No. 2, "	190	12.	2	"	
" No. 3, "	190	12.	2	"	
Ravenscraft "	197	14.	1	Stone	
Potomac River "	198	156.	2	Wood	
Wheeler's "	199	12.	1	"	
Lime Stone "	199	12.	1	"	
New Creek "	200	25.	4	Iron	
Grimstrong's "	202	12.	1	Wood	
Pound Run "	203	12.	1	Timber	
Good's Run "	204	12.	1	Wood	
Montgomery "	207	10.	1	Stone	
Savage "	207	56.	3	"	
Crab Tree, No. 1.....	217	35.	1	Ir. & Wood	
" No. 2.....	218	25.	1	"	
" No. 3.....	218	25.	1	"	
" No. 4.....	218	33.	4	"	
" No. 5.....	218	15.	1	Wood	
" No. 6.....	219	12.	1	"	
Little Youghiogheny.....	228	25.	1	Iron	
" " No. 2.....	229	25.	2	"	
Cherry Glade Run.....	231	...	...	.....
Big Youghiogheny.....	232	180.	1	Wood	
Mason's Spring Run.....	237	12.	1	Iron	
N. F'k Snowy Creek	239	25.	1	"	

6—CONTINUED.

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Salt Lick.....	249	50.	1	Iron	
Carr's Bridge.....	251	25.	1	Wood & Ir.	
Cheat River.....	253	¹²⁰ 180	2	Wood	
Viaduct, No. 1.....	254	340.	1	Iron	
“ No. 2.....	255	445.	1	“	
Pringle Run.....	257	12.	1	Wood	
Raccoon Run, No. 1.....	261	12.	1	“	
“ “ No. 2.....	266	25.	2	Iron	
Hook's Run.....	267	20.	1	Wood & Ir.	
Raccoon Run, No. 3.....	269	25.	5	Iron	
Horse Run.....	272	15.	1	Wood	
Sheehan's Run.....	273	20.	1	Wood & Ir.	
Thorn's “.....	275	15.	1	Wood	
Mud Lick “.....	277	12.	1	“	
Three Fork “.....	277	⁵⁶ 26	² 1	Wood & Ir.	
Dick's “.....	278	14.	1	Wood	
Norris's “.....	280	15.	1	“	
Short “.....	281	18.	1	Wood & Ir.	
Wickwire “.....	284	50.	1	Iron	
Plum “.....	284	12.	1	Stone	
Gladly Creek Run.....	288	30.	1	“	
Burnt Cabin “.....	288	30.	1	“	
Fall “.....	288	50.	1	“	
Level “.....	290	25.	1	“	
Shriver's “.....	293	12.	1	“	
Guyee's “.....	293	15.	1	“	
Robinson's “.....	293	15.	1	“	
Mundell's “.....	294	12.	1	“	
Johnson's Mill “.....	295	12.	1	“	
Benton's Bridge “.....	296	25.	1	“	
Saw Mill “.....	298	12.	1	“	
Two Prong “.....	299	12.	1	“	
Pumpkin “.....	299	12.	1	“	
Monongahela River.....	299	205.	3	Iron	
Coal Run.....	301	64.	1	Wood & Ir.	
Buffalo Creek, No. 1.....	305	65.	2	“	
Finch Run.....	306	27.	1	“	
Conway's Run.....	307	12.	1	Wood	
Snodderly's “.....	308	12.	1	“	
Davis's “.....	309	12.	1	“	
Dunkard “.....	310	15.	1	Wood & Ir.	
Big Laurel “.....	312	12.	1	Wood	
Buffalo Creek, No. 2.....	314	54.	2	Wood & Ir.	
“ “ No. 3.....	314	52.	3	“	
Mod's Run.....	315	12.	1	Wood	
Mahan's Run.....	316	12.	1	“	
Coon Run.....	319	12.	1	Stone	
Piles' Fork, No. 1.....	319	54.	2	Wood & Ir.	

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Piles' Fork, No. 2.....	220	54.	2	Wood & Ir.	
" No. 3.....	321	54.	2	"	
" No. 4.....	321	47.	3	"	
" No. 5.....	321	75.	1	"	
" No. 6.....	322	100.	1	"	
Talkington Run.....	322	12.	1	Stone	
Metz's Run.....	323	12.	1	Wood	
Right Hand Fork Run.....	323	25.	1	Wood & Ir.	
Storm's Run.....	325	12.	1	Wood	
Piles' Fork, No. 7.....	328	12.	1	Wood & Ir.	
Church's Fork, No. 1.....	329	27.	1	"	
Lost Run.....	330	12.	1	Wood	
Clap Fork.....	332	40.	1	Wood & Ir.	
Church's Fork, No. 2.....	333	41.	2	"	
Fish Creek.....	334	41.	1	Wood	
Church's Fork, No. 3.....	334	75.	1	Wood & Ir.	
" " No. 4.....	334	63.	1	"	
" " No. 5.....	335	68.	1	"	
" " No. 6.....	335	54.	2	"	
" " No. 7.....	336	54.	2	"	
" " No. 8.....	336	68.	2	"	
" " No. 9.....	336	54.	2	"	
N. F'k Fish Creek, No. 1	343	48.	2	"	
" " No. 2	344	25.	2	"	
" Grave Creek.....	350	31.	1	"	
Cameron's Run.....	350	12.	1	Wood	
Left hand F'k Grave Creek	352	42.	1	"	
Parker's Run.....	353	12.	1	"	
Cox's Run.....	354	12.	1	"	
Grave Creek, No. 2.....	355	50.	2	Wood & Ir.	
" No. 3.....	355	43.	2	"	
French's Run.....	356	12.	1	Wood	
Salt Lick ".....	356	12.	1	"	
Grave Creek, No. 4.....	357	54.	2	Wood & Ir.	
" No. 5.....	357	54.	2	"	
" No. 6.....	357	80.	1	"	
" No. 7.....	358	54.	2	"	
Ben's Run.....	360	12.	1	Wood	
Hogan's Run.....	363	10.	1	"	
Grave Creek, No. 8.....	365	43.	2	Wood & Ir.	
" No. 9.....	365	54.	2	"	
Middle G. Creek.....	366	64.	1	"	
Little Grave Creek.....	367	66.	2	"	
Kate's Rock.....	370	12.	1	Stone	
Davy's Run.....	372	15.	1	"	
McMechen's Run.....	373	20.	1	"	
Belt's Run.....	374	12.	1	Wood	
Bogg's ".....	375	20.	1	Stone	
Callwell's.....	377	50.	1	Wood & Ir.	
Wheeling Creek.....	378	67.	2	"	

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Statement showing the Number of Bridges and their Location, on the Parkersburg Branch; also their Span in feet, &c., Sept. 30th, 1860.

NAME OF BRIDGE.	No. Bridges on each mile, commencing at Grafton.	Mile on which the Bridge is located.	Length of Span between Abutments.	No. of Spans	CHARACTER.
Valley River.....	1	1	200	2	Wood & Ir.
Simpson's Creek.....	2	4	45	1	
Bartlett's ".....	3	9	25	1	
Simpson's ".....	4	16	100	1	
" ".....	5	17	117	1	
" ".....	6	18	100	1	
Joe's Run.....	7	18	25	1	
West Fork.....	8	23	200	1	
Pike.....	9	23	30	1	
Limestone.....	10	24	50	1	
".....	11	24	50	1	
".....	12	25	40	1	
Ten Mile.....	13	30	60	1	
".....	14	31	60	1	
Long Run.....	15	41	25	1	
Green Brier.....	16	42	25	1	
Morgan's Run.....	17	43	25	1	
Buckeye Fork.....	18	44	75	1	
" ".....	19	45	75	1	
" ".....	20	46	62	2	
" ".....	21	48	62	2	
Middle Island.....	22	49	150	1	
Pike.....	23	50	35	1	
Arnold's Creek.....	24	51	80	1	
Hughes' River.....	25	58	80	1	
" Run.....	26	65	30	1	
" ".....	27	68	40	1	
" ".....	28	69	40	1	
" ".....	29	69	40	1	
Bond's Creek.....	30	72	75	1	
Hughes' River.....	31	73	100	1	
" ".....	32	74	110	1	
" ".....	33	74	110	1	
" ".....	34	75	110	1	
Goose Creek.....	35	81	75	1	
" ".....	36	81	75	1	
" ".....	37	82	77½	1	
" ".....	38	82	77½	1	
" ".....	39	83	100	1	
" ".....	40	83	100	1	
" ".....	41	83	111	1	
" ".....	42	83	100	1	
Walker's Creek.....	43	86	50	1	
" ".....	44	89	75	1	
" ".....	45	90	75	1	
" ".....	46	91	75	1	
" ".....	47	92	75	1	
Stillwell.....	48	95	60	1	
Worthington.....	49	102	60	1	

REPORT

OF THE

Master of Machinery.

Machinery Department's Report.

Office of the Machinery Department,

BALTIMORE AND OHIO RAILROAD,

BALTIMORE, OCTOBER 1, 1860.

JOHN W. GARRETT, ESQ.

President.

SIR:—It is a source of satisfaction to present to you the subjoined Report and Tables, showing the operations of the Machinery Department during the past fiscal year; and to invite your attention to considerable expenditures, which have been made to effect permanent improvements:

EXPENSES OF MACHINERY DEPARTMENT.

MAIN STEM.

Repairs of Locomotive Engines.....	\$230,794 72
“ Passenger Cars.....	38,088 71
“ Tonnage Cars.....	75,884 20
“ Coal Cars.....	61,059 36
“ Stock Cars.....	14,899 75
“ Hand and Dump Cars.....	1,314 63
“ Stationary Machinery	25,809 37
“ Depots and Buildings.....	26,431 69
Cleaning Engines and Cars, and putting away	
Engines	32,805 25
Preparing Fuel and Filling Tenders.....	13,087 76
Contingent Expenses.....	3,437 83
Cost of Fuel—Coal and Wood.....	73,878 17
Total Expenses on Main Stem.....	\$597,491 44

NORTHWESTERN VIRGINIA RAILROAD.

Amount brought forward.....	\$597,491 44
Repairs of Locomotive Engines.....	\$20,885 27
“ Passenger Cars.....	3,451 92
“ Tonnage Cars.....	7,692 32
“ Coal Cars....	7 97
“ Stock Cars.....	799 58
“ Hand and Dump Cars.....	290 55
“ Stationary Machinery.....	2,763 60
“ Depots and Buildings.....	3,535 60
Cleaning Engines and Cars, and putting away Engines.....	3,236 14
Preparing Fuel and Filling Tenders.....	1,433 55
Contingent Expenses.....	393 08
Cost of Fuel—Coal and Wood.....	8,309 36
Total Expenses on Northwestern Va. Road.....	\$52,798 94

WASHINGTON BRANCH

Repairs of Locomotive Engines.....	\$8,080 18
“ Passenger Cars.....	16,835 80
“ Tonnage Cars.....	7,272 22
“ Hand and Dump Cars.....	60 06
“ Stationary Machinery.....	727 89
“ Depots and Buildings.....	1,777 23
Cleaning Engines and Cars, and putting away Engines.....	3,145 49
Preparing Fuel and Filling Tenders.	538 80
Contingent Expenses.....	153 66
Cost of Fuel—Coal and Wood.....	10,796 21
Total Expenses on Washington Branch.....	\$49,387 54
Total Expenses of the Machinery Department.....	\$699,677 92

THE ENGINES.

On the first day of December, 1859, I took charge of the Machinery Department. At that time, one hundred and seventy-five of the Locomotive Engines were in good condition, twenty-five were undergoing repairs and reconstruction, nineteen waiting repairs, and seventeen were out of use, (laid aside by my predecessor,) being too light, and of patterns not adapted to the requirements of the service. None of the latter have been since used. At present, one hundred

and ninety-three engines are in good condition, five await reconstruction and repairs, and twenty-one are being repaired at the shops on the road.

During the year, one hundred and seven engines have been thoroughly repaired and rebuilt. Of this number, twelve of the large or first class, and two of the second class, have been put away in the different engine houses as surplus power, to be brought into requisition for the fall and winter trade.

The condition of the Tonnage Engines has been considerably improved, as compared with the close of the last fiscal year.

The Passenger Engines have been fully maintained. Their performance during the year, has been highly satisfactory.

The economy and other advantages, of burning the semi-bituminous coals, in passenger as well as tonnage engines, continue satisfactory. Improvements now in progress with the view to consume more perfectly smoke and cinder, are expected to largely overcome former objections to the general use of this fuel.

Comparison of Miles run by Engines.

YEARS.	MAIN STEM	N. W. VA. R.	WASH'N BRANCH.	TOTAL.
1860.....*	3,322,836	319,685	188,774	3,831,295
1859.....	3,129,788	275,401	180,625	3,585,814
Increase	193,048	44,284	8,149	245,481

Number of Engines in service, with an Exhibit of their performance in Miles, and cost of Repairs, for the fiscal year.

	NUMBER.			Total Number in Service.	Miles with Freight.	Miles with Passen'rs	Total Miles.	Cost of Repairs.	Cost per Mile Run.
	First Class.	Sec'd Class.	Third Class.						
Main Stem....	153	28	10	191	2,574,615	748,221	3,322,836	\$230,794 72	6.94
N. W. Va. R..	15	6	.....	21	215,741	103,944	319,685	20,885 27	6.53
W. Branch...	1	4	2	7	79,786	108,988	188,774	8,080 18	4.28
	169	38	12	219	2,870,142	961,153	3,831,295	\$259,760 17	6.77

THE CARS.

The condition of the Tonnage, Coal and Stock Cars, has been not only maintained, but materially improved.

The Passenger, Mail and Baggage Cars on the Main Stem and Branches, have been fully maintained. Forty-nine of them have been thoroughly repaired and repainted. Two of this number were altered for the street service between Camden Station and President street Depot. Of the two cars formerly in this service, one has been rebuilt, and is now in use on the Washington Branch; the other has been reconstructed and lengthened to fifty-one feet, for service on the Main Stem. It will accommodate sixty-six passengers.

Two Crate Cars have been constructed for the Through Mail and Baggage service between Washington and Philadelphia. Their cost (\$1,547 30) has been charged to the repair accounts.

PASSENGER CARS.

Number of Passenger, Mail, Baggage and Express Cars in service on the Main Stem and N. W. Va. Road.....	91
On the Washington Branch	37

BURDEN CARS.

Number of Cars employed in transportation of Tonnage, etc., on the Main Stem and Northwestern Virginia Railroad.....	1,723
Number employed in transportation of Stock.....	143
“ “ “ Coal	1,292
“ Ballast Cars.....	128
“ Snow Plows	16
Total	<u>3,302</u>
Number of Cars employed in transportation of Tonnage on the Washington Branch.....	145
Number employed in transportation of Stock.....	4
“ Snow Plows.....	2
Total..	<u>151</u>

FREIGHT CARS BUILT DURING THE YEAR

For Service on the Main Stem and Northwestern Va. Road.

8-Wheel House, (cost of each, \$500).....	17
“ Stock, (“ 525).....	20
“ Double Deck, (cost of each, \$475).....	4
“ Gondola, (“ 400).....	7
“ Firewood, (“ 225).....	2
“ Drovers', (“ 500).....	1

For Service on the Washington Branch.

8-Wheel House, (cost of each, \$500 00).....	2
“ Crate, (“ 773 65).....	2
Total.....	<u>55</u>

Number of Cars broken up and worn out, and the number built during the year.

	No. broke up and worn out.	No. built.
8-Wheel House.....	9	19
“ Gondola	12	7
“ Open Rack.....	3	...
“ Double-Deck.....	5	4
“ Stock, (improved plan).....		20
“ Firewood	2	2
“ Drovers'		1
“ Crate.....		2
Total.....	<u>31</u>	<u>55</u>

The cost of the twenty Stock Cars constructed during the year, as above stated, has been charged to the fund “ reserved for the renewal and improvement of the machinery.”

Table E, will give details of cars owned, etc.

THE STATIONARY MACHINERY.

Many valuable improvements and additions have been made to the Stationary Machinery, increasing the Company's facilities, and insuring prompt and economical repairs. The smith shops at Martinsburg, Grafton and Wheeling, have each received a new trip-hammer, while both Wheeling and Parkersburg machine shops have been furnished with power wheel-presses, for drawing wheels on and off the axles. Prior to the construction of these machines, work of this

description, for the two stations named, was done at Grafton and Piedmont, at large cost to the Company. In addition to the above, shear and punch machines have been constructed, and put in use at Martinsburg, Piedmont, Grafton, Wheeling and Parkersburg.

The Stationary Engines, Lathes, Shafting, etc., at the several Repair Stations on the line, are, with slight exception, in good condition. The Locomotive No. 46, (one of the original spur-wheel engines,) is being reconstructed into a stationary engine, to take the place of the one now used in the Main Machine Shop at Mount Clare, which requires early repairs. The latter, after being put in good order, will be used in the brick building recently erected at Mount Clare as a sawing and planing mill.

By reference to Table B, annexed, it will be seen that the cost of repairs of Stationary Machinery for the past year, were \$2,410 26 in excess of the same for the preceding year. Considering the many improvements and additions made to the Machinery, and heretofore alluded to, and the excellent results given by their successful operation, the increase is small.

THE BUILDINGS.

The Engine Houses, Station Sheds and Shops on the line, have received valuable improvements, looking to their full maintenance and increased capacity. A new and commodious fire-proof brick building has been erected at Mount Clare, at a cost of three thousand and sixty dollars. It will be used as a sawing and planing mill, and will, when in full operation, enable the Company to do all the work of this kind, (heretofore mainly done by contractors,) with its own employees. The Station House partly constructed at the Washington Junction during the last year, has been completed and furnished. The Engine House at Washington has received a new iron roof, and the roofs of the Station Buildings have been thoroughly repaired and repainted. A slate roof is now being put on the large circular Engine House at Martinsburg. At Piedmont, the domes of the two Engine Houses, and the roof of the large Smith Shop,

have been re-covered with tin, in a substantial and durable manner. The Main Shops and Engine Houses at Newburg, Grafton, and Parkersburg also, have received new roofs, while those at Wheeling have been generally repaired.

CONCLUSION.

The substantial Iron Bridge now being thrown over the South Branch of the Potomac River, at the station of that name, was commenced at Mount Clare on 14th May, 1860, and completed September 26th ulto., costing \$11,772. Materials of the best quality were used in its construction, with a view to the greatest strength and permanency. The work will compare favorably with the other structures of this character on the line.

The heavy flood of the last spring, in the Ohio River, occasioned to this Department, at Wheeling, a loss of \$636 44 in damage to buildings, loss of materials, etc., which has been charged to the repair accounts.

The aggregate expenses of the Department, for the fiscal year of 1859, were \$817,885 88, while they were but \$699,677 92 in 1860, showing a comparative decrease of \$118,207 96.

The annexed tables will afford further information concerning the operations and expenses of the Department for the past year, and the same in comparison with the preceding year.

My acknowledgments are due to the officers and employees of this Department, for diligent performance of their respective duties, and for their cheerful co-operation in promoting the interests of the Company.

Respectfully submitted,

THATCHER PERKINS,

Master of Machinery.



TABLES

Referred to in the Foregoing Report

OF THE

Master of Machinery.

A.

Comparative Statement of the Expenses of the Machinery Department of the Baltimore and Ohio Railroad Company,—on the MAIN STEM, NORTHWESTERN VIRGINIA RAILROAD, and WASHINGTON BRANCH,—during the 33d and 34th fiscal years, ending respectively on the 30th September, 1859 and 1860.

	MAIN STEM.		N. W. VA. R. R.		WASH. BRANCH.	
	1859.	1860.	1859.	1860.	1859.	1860.
Repairs of Locomotive Engines.....	\$281,458 16	\$230,794 72	\$31,059 99	\$20,885 27	\$9,669 41	\$8,080 18
“ Passenger Cars.....	49,308 50	38,088 71	3,609 56	3,451 92	20,976 17	16,835 80
“ Tonnage “.....	88,755 05	75,884 20	10,024 41	7,692 32	11,790 17	7,272 22
“ Coal “.....	76,014 60	61,059 36	.....	7 97	.....	.....
“ Stock “.....	15,028 99	14,899 75	1,194 04	799 58	.....	.....
“ Hand and Dump Cars.....	1,959 16	1,314 63	606 07	290 55	46 30	60 06
“ Stationary Machinery.....	24,543 84	25,809 37	2,346 76	2,763 60	.....	727 89
“ Depots and Buildings.....	18,547 08	26,431 69	2,799 97	3,535 60	660 61	1,777 23
Cleaning Engines and Cars, and putting away Engines.....	39,661 95	32,805 25	4,143 51	3,236 14	4,741 93	3,145 49
Preparing Fuel and Filling Tenders.....	20,802 54	13,087 76	3,757 40	1,433 55	1,295 70	588 80
Contingent Expenses.....	3,149 25	3,437 83	562 62	393 08	602 48	153 66
Fuel.....	73,517 36	73,878 17	4,733 97	8,309 36	10,518 33	10,796 21
Total	\$692,746 48	\$597,491 44	\$64,838 30	\$52,798 94	\$60,301 10	\$49,387 54

B.

Comparative Statement of the Cost of Maintenance of Machinery,—on the MAIN STEM, NORTHWESTERN VIRGINIA RAILROAD and WASHINGTON BRANCH,—during the fiscal years ending respectively on the 30th September, 1859 and 1860.

	MAIN STEM.		N. W. V. A. R. R.		WASH. BRANCH.	
	1859.	1860.	1859.	1860.	1859.	1860.
Repairs of Locomotive Engines	\$281,458 16	\$230,794 72	\$31,059 99	\$20,885 27	\$9,669 41	\$8,080 18
“ Passenger Cars.....	49,308 50	38,088 71	3,609 56	3,451 92	20,976 17	16,835 80
“ Tonnage “.....	88,755 05	75,884 20	10,024 41	7,692 32	11,790 17	7,272 22
“ Stock “.....	15,028 99	14,899 75	1,194 04	799 58	.....	.....
“ Coal “.....	76,014 60	61,059 36	.....	7 97	.....	.....
“ Hand and Dump Cars.....	1,959 16	1,314 63	606 07	290 55	46 30	60 06
“ Stationary Machinery.	24,543 84	25,809 37	2,346 76	2,763 60	.....	727 89
Total	\$537,068 30	\$447,850 74	\$48,840 83	\$35,891 21	\$42,482 05	\$32,976 15

C

Statement showing the Value of Materials on hand in the Machinery Department of the Baltimore and Ohio Railroad Company, on the 30th September, 1860.

Coal.....	\$375 00
Car Axles and Wheels.....	6,718 97
Engine Axles and Wheels.....	17,234 76
Pig Iron.....	7,450 00
Hammered and Rolled Iron.....	15,273 60
Iron Castings.....	9,654 73
Spring and Cast Steel.....	3,815 91
Brass Castings.....	5,891 85
New Copper.....	1,846 75
Scrap Iron and Steel.....	14,615 50
Scrap Brass and Copper.....	5,510 85
Paints, Oils and Glass.....	1,540 93
Lumber	8,384 76
Engine and Car Duplicates.....	13,232 41
Materials in Store Rooms.....	17,675 43
Total	\$129,221 45
Amount due on the above.....	9,678 75
Total	\$119,542 70

D

Statement of Fuel on hand on September 30th, 1860.

LOCATION OF FUEL.	Cords of Wood.	Tons of Coal.	Tons of Coke.
Mount Clare.....	25	728	.....
Locust Point.....	240 $\frac{1}{4}$	.....	.....
Martinsburg.....	528	10	10 $\frac{3}{4}$
Cumberland.....	124	26 $\frac{1}{4}$	.....
Piedmont.....	547 $\frac{3}{4}$	18	19
Newburg.....	231	32	.....
Grafton.....	889 $\frac{1}{4}$	52 $\frac{1}{4}$	6 $\frac{1}{2}$
Wheeling.....	570 $\frac{1}{4}$	80 $\frac{1}{2}$	.....
Parkersburg.....	272 $\frac{1}{8}$	79 $\frac{3}{4}$	.....
Line of Road.....	967	137	.....
Total	4,394 $\frac{5}{8}$	1,163 $\frac{3}{4}$	36 $\frac{1}{4}$

E

Statement showing the **Number and Kind of Cars** owned by the *Baltimore and Ohio Railroad Company*, September 30th, 1860.

MAIN STEM.		WASHINGTON BRANCH.	
DESCRIPTION OF CARS.	NO.	DESCRIPTION OF CARS.	NO.
Eight-Wheel House Cars..	1,135	Eight-Wheel House Cars.....	75
" " Gondola	700	" " Gondola.....	58
Four " "	1	" " Stock	4
" " House	5	" " Express	3
Eight " Barrel	4	" " Stone	3
" " Drover's.....	8	" " Gravel or Sand	
" " Supervisor's	3	Hopper	1
" " Collector's	1	" " Fire Wood Cars....	3
" " Cylinder Powder..	1	" " Lumber Trucks....	2
" " Rigger's	5	Six " Snow Plows.....	2
" " House Stock.....	25		
" " Stall Stock.....	10		
" " Open Rack or			
Wood	8		
" " Open Roof Stock..	21		
" " Double Deck Rack	86		
" " Fire Wood.....	17		
" " Stone	52		
" " Lumber Trucks...	22		
" " Iron Coal Cars....	772		
Six " " "	250		
Four " Dump.....	128		
" " Stone	14		
" " Railroad Iron Cars	4		
" " Broom Cars.....	9		
" " Salt "	1		
" " Lumber Trucks...	2		
Six " Snow Plows.....	16		
Four " Street Plows.....	1		
Eight " Scale Car.....	1		
Burden Cars M. Stem—Total...3,302		Burden Cars W. Branch—Total..151	
PASSENGER CARS.		PASSENGER CARS.	
Smoker's, Baggage, Express,		Smoker's, Mail, Baggage, &c.....	7
Mail, &c.....	30	Passenger	23
Passenger	51	Baggage	4
Pay.....	1	Crate	2
Officer's.....	3	Street.....	1
Street.....	1		
Sleeping	4		
Baggage	1		
Passenger Cars M. Stem—Total...91		Passenger Cars W. Branch—Total 37	

F

The Number of Locomotive Engines owned by the Baltimore and Ohio Railroad Company, on the Main Stem, Northwestern Virginia Railroad, and Washington Branch; also, an Exhibit of the Cost of Maintenance of the same, for the year ending September 30th, 1860.

No. of En- gine.	Class	Builders' Names.	When placed on the Road.	Miles run by Pas- senger.	Miles run by Ton- nage.	Total No. Miles run.	Cost of Material and Work- manship.	Average Cost per mile run
1	3	P. Davis.....	July, 1834	.....	.....	.....	.....	.....
2	3	" "	Oct'r 1834	.....	19,116	19,116	431 93	2.25
3	3	" "	June, 1835	.....	.....	.....	.....	.....
4	3	" "	June, 1835	.....	11,400	11,400	146 95	1.28
5	3	" "	July, 1835	.....	9,430	9,430	639 44	6.78
6	3	" "	Feb'y 1836	.....	3,950	3,950	173 79	4.39
7	3	" "	April, 1836	.....	18,408	18,408	344 15	1.86
8	3	Gillingham & Winans	Aug. 1836	.....	.....	.....	.....	.....
9	3	" "	Aug. 1836	.....	.....	.....	.....	.....
10	3	" "	Nov. 1836	.....	23,816	23,816	203 57	0.85
11	3	" "	April, 1837	.....	.....	.....	75 66	.....
12	3	" "	April, 1837	.....	15,630	15,630	590 62	3.77
13	3	William Norris.....	April, 1837	.....	.....	.....	.....	.....
14	3	Gillingham & Winans	June, 1837	.....	.....	.....	1 07	.....
15	3	" "	May, 1838	.....	.....	.....	.....	.....
16	3	William Norris.....	June, 1838	.....	10,368	10,368	1,424 27	13.73
17	3	Gillingham & Winans	Oct'r 1838	.....	475	475	4 50	0.94
18	3	William Norris.....	Feb'y 1857	.....	.....	.....	.....	.....
19	3	P. W. & B. R. R. Co.	Feb'y 1857	.....	.....	.....	.....	.....
20	3	William Norris.....	July, 1839	.....	.....	.....	140 25	.....
21	3	" "	July, 1839	200	1,273	1,473	182 81	12.41
22	3	" "	Aug. 1839	751	4,900	5,651	164 43	2.90
23	3	B. & O. R. R. Co....	Sept'r 1839	13,910	7,530	21,440	1,437 34	6.70
24	3	William Norris.....	Nov. 1839	.....	2,875	2,875	63 60	2.21
25	2	William Mason & Co..	Nov. 1856	30,414	.....	30,414	1,510 65	4.99
26	2	" "	Nov. 1856	32,905	.....	32,905	1,200 32	3.64
27	2	Taunton L. Works...	March, 1859	31,238	.....	31,238	1,556 76	4.98
28	2	N. Castle Manuf'g Co	July, 1841	.....	.....	.....	.....	.....
29	2	Eastwick & Harrison	July, 1841	.....	.....	.....	.....	.....
30	2	" "	Feb'y 1842	.....	15,364	15,364	792 38	5.19
31	2	William Norris.....	May, 1853	932	18,538	19,470	1,301 84	6.68
32	2	Ross Winans.....	Oct'r 1853	.....	.....	.....	.....	.....
33	1	B. & O. R. R. Co....	Oct'r 1853	.....	21,956	21,956	1,124 26	5.11
34	1	" "	Nov. 1853	.....	18,056	18,056	709 52	3.92
35	1	Ross Winans.....	Nov. 1844	.....	.....	.....	1 68	.....
36	1	" "	Dec'r 1844	.....	.....	.....	11 41	.....
37	1	" "	July, 1845	.....	13,610	13,610	434 30	3.11
38	1	B. & O. R. R. Co....	July, 1843	.....	692	692	208 52	30.13
39	2	Ross Winans.....	Dec'r 1845	10,418	10,560	20,978	658 22	3.13
40	1	B. & O. R. R. Co....	July, 1854	.....	18,784	18,784	766 24	4.07
41	1	Ross Winans.....	Aug. 1845	.....	17,040	17,040	622 04	3.65
42	2	Eastwick & Harrison	July, 1840	.....	.....	.....	.....	.....
43	1	B. & O. R. R. Co....	Nov. 1851	.....	19,318	19,318	811 77	4.20
44	1	M. W. Baldwin.....	Dec'r 1846	.....	10,200	10,200	1,089 26	10.67
45	1	Ross Winans.....	Dec'r 1846	.....	12,435	12,435	349 12	2.80
46	1	" "	Dec'r 1846	.....	.....	.....	.....	.....
47	2	N. Castle Manuf'g Co.	Dec'r 1846	26,192	7,380	33,572	714 63	2.12
48	2	" "	Jan'y 1847	25,680	8,130	33,810	730 14	2.15
49	1	B. & O. R. R. Co....	Aug. 1856	.....	21,747	21,747	1,026 81	4.72
50	2	M. W. Baldwin.....	Dec'r 1847	.....	17,528	17,528	92 55	0.52

F—CONTINUED.

No. of En- gine.	Class	Builders' Names.	When placed by Pas- on the Road. senger.	Miles run by Ton- nage.	Total No. Miles run.	Cost of Material and Work- manship.	Average Cost per mile run
51	2	M. W. Baldwin.....	Jan'y 1848.....	21,310	21,310	582 43	2.26
52	2	Ross Winans.....	Dec'r 1856 15,307	1,010	16,317	1,145 95	7.02
53	2	M. W. Baldwin.....	Feb'y 1848.....	19,540	19,540	314 29	1.60
54	1	B. & O. R. R. Co....	May, 1848.....	9,716	9,716	345 54	3.55
55	1	Ross Winans.....	June, 1848.....	19,762	19,762	519 39	2.62
56	1	N. Castle Manuf'g Co	June, 1848.....	.....	.....	1,493 62	.....
57	1	M. W. Baldwin.....	Oct'r 1848 400	15,066	15,466	568 57	3.67
58	1	" ".....	Dec'r 1848.....	25,799	25,799	916 24	3.51
59	1	Ross Winans.....	Dec'r 1848.....	17,428	17,428	1,089 60	6.25
60	1	M. W. Baldwin.....	Dec'r 1848.....	17,776	17,776	548 22	3.08
61	1	Ross Winans.....	Dec'r 1848.....	.....	.....	2,042 06	.....
62	1	M. W. Baldwin.....	Jan'y 1849.....	24,158	24,158	635 36	2.63
63	1	B. & O. R. R. Co....	May, 1849.....	21,253	21,253	235 20	1.10
64	1	" ".....	March, 1850.....	12,300	12,300	195 11	1.58
65	1	Ross Winans.....	Sept'r 1850.....	18,606	18,606	535 61	2.87
66	1	" ".....	Sept'r 1850.....	19,098	19,098	912 64	4.77
67	1	B. & O. R. R. Co....	Oct'r 1850.....	24,035	24,035	1,016 80	4.22
68	1	Ross Winans.....	Oct'r 1850.....	8,266	8,266	1,054 66	12.75
69	1	" ".....	Nov. 1850.....	12,762	12,762	1,036 91	8.12
70	1	" ".....	March, 1851.....	16,149	16,149	1,391 46	8.62
71	1	" ".....	April, 1851.....	20,108	20,108	710 69	3.53
72	1	B. & O. R. R. Co....	June, 1851.....	17,728	17,728	1,199 55	6.76
73	1	Ross Winans.....	June, 1851.....	2,626	2,626	1,950 99	74.29
74	1	" ".....	Aug. 1851.....	8,649	8,649	804 96	9.30
75	1	" ".....	Aug. 1851.....	16,360	16,360	1,237 40	7.56
76	1	B. & O. R. R. Co....	Sept'r 1851.....	.....	.....	1,569 22	.....
77	1	Ross Winans.....	Aug. 1851.....	15,040	15,040	799 71	5.31
78	1	" ".....	Sept'r 1851.....	12,034	12,034	2,441 73	20.29
79	1	" ".....	Sept'r 1851.....	13,253	13,253	780 60	5.88
80	1	" ".....	Sept'r 1851.....	18,642	18,642	814 22	4.30
81	1	" ".....	Oct'r 1851.....	18,862	18,862	1,245 47	6.60
82	1	" ".....	Oct'r 1851.....	2,058	2,058	2,251 81	109.35
83	1	B. & O. R. R. Co....	Oct'r 1851.....	15,114	15,114	636 13	4.20
84	1	Ross Winans.....	Nov. 1851.....	17,080	17,080	1,168 74	6.84
85	1	" ".....	Dec'r 1851.....	21,378	21,378	1,031 07	4.83
86	1	" ".....	Jan'y 1852.....	6,927	6,927	1,157 80	16.71
87	1	" ".....	Jan'y 1852.....	16,804	16,804	849 54	5.05
88	1	" ".....	Jan'y 1852.....	13,533	13,533	2,664 14	19.68
89	2	B. & O. R. R. Co....	Jan'y 1852 35,222	.....	35,222	967 60	2.74
90	1	Ross Winans.....	Jan'y 1852.....	20,164	20,164	623 12	3.09
91	1	" ".....	Feb'y 1852.....	16,696	16,696	1,123 20	6.72
92	1	" ".....	March, 1852.....	14,781	14,781	1,240 35	8.39
93	1	" ".....	March, 1852.....	20,266	20,266	858 29	4.23
94	1	" ".....	March, 1852.....	22,095	22,095	659 64	2.98
95	2	B. & O. R. R. Co....	March, 1852 29,748	230	29,978	2,808 25	9.36
96	1	Ross Winans.....	April, 1852.....	11,318	11,318	1,132 92	10.00
97	1	" ".....	April, 1852.....	21,296	21,296	889 51	4.17
98	1	" ".....	May, 1852.....	15,648	15,648	1,279 77	8.17
99	1	B. & O. R. R. Co....	June, 1852 20,288	6,913	27,201	761 92	2.80
100	1	Ross Winans.....	July, 1852.....	8,780	8,780	1,399 44	15.93
101	1	" ".....	July, 1852.....	11,435	11,435	1,209 94	10.58

F—CONTINUED.

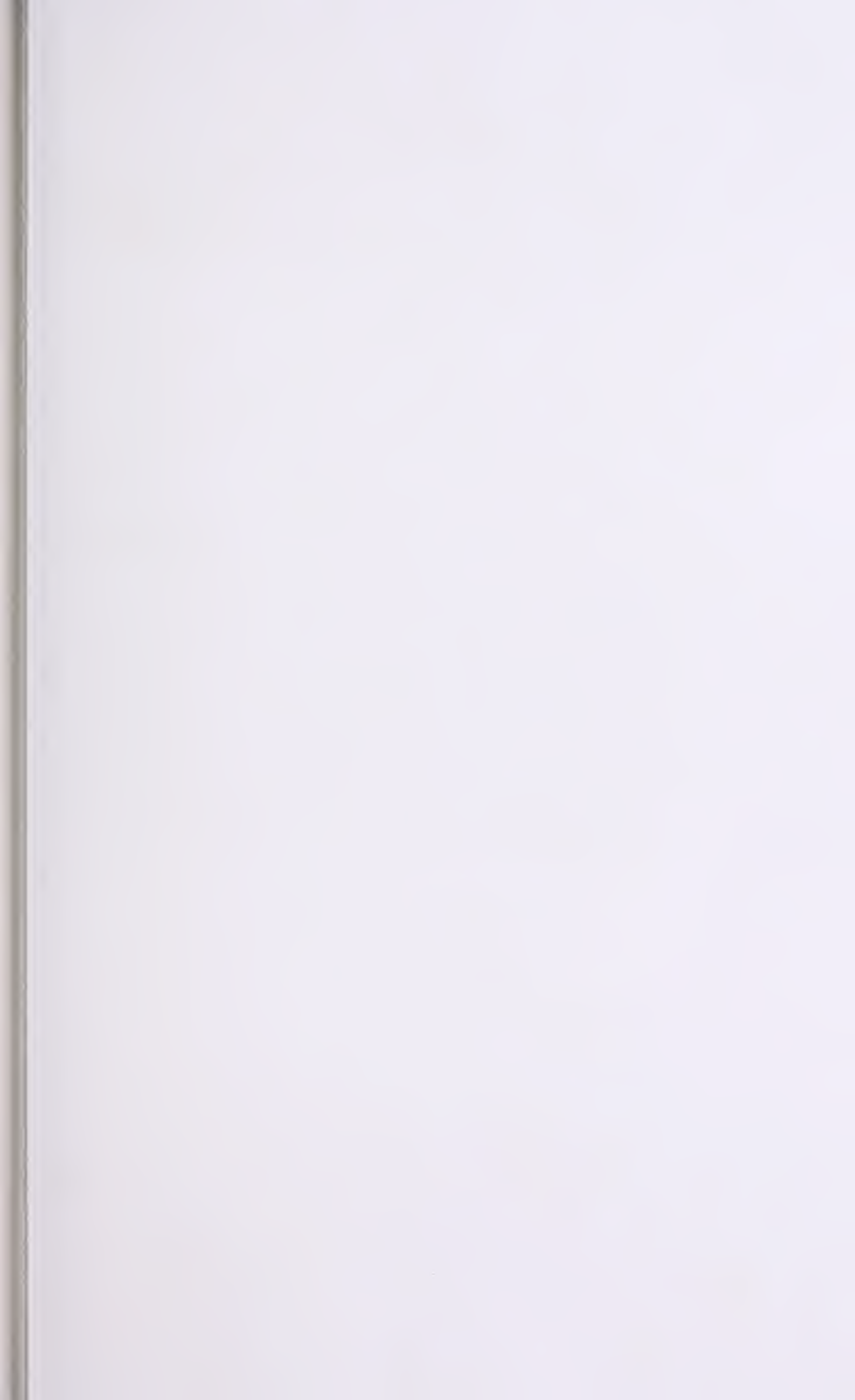
No. of Engine.	Class	Builders' Names.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. Miles run.	Cost of Material and Workmanship.	Average Cost per mile run
102	1	Ross Winans.	Aug. 1852	.....	12,764	12,764	654 66	5.12
103	1	" "	Aug. 1852	.....	17,890	17,890	888 47	4.96
104	1	" "	Aug. 1852	.....	13,111	13,111	935 07	7.13
105	1	" "	Sept'r 1852	.....	9,528	9,528	2,192 85	23.01
106	1	" "	Sept'r 1852	.....	18,792	18,792	1,011 30	5.38
107	2	B. & O. R. R. Co.	Sept'r 1852	30,450	480	30,930	1,428 77	4.61
108	1	Ross Winans.	Sept'r 1852	.....	20,598	20,598	1,226 79	5.95
109	1	" "	Oct'r 1852	.....	7,402	7,402	2,789 08	37.68
110	1	" "	Oct'r 1852	.....	10,944	10,944	1,229 30	11.23
111	1	" "	Oct'r 1852	.....	19,778	19,778	1,025 86	5.18
112	1	" "	Oct'r 1852	.....	19,892	19,892	622 62	3.13
113	1	" "	Oct'r 1852	.....	15,185	15,185	472 65	3.11
114	1	" "	Nov'r 1852	.....	17,410	17,410	1,690 90	9.71
115	1	" "	Nov'r 1852	.....	13,216	13,216	1,230 49	9.31
116	1	" "	Nov'r 1852	.....	18,701	18,701	562 72	3.00
117	1	" "	Dec'r 1852	.....	17,988	17,988	1,322 40	7.40
118	1	" "	Dec'r 1852	.....	11,422	11,422	3,086 62	27.02
119	1	" "	Dec'r 1852	.....	22,545	22,545	1,003 45	4.45
120	1	" "	Dec'r 1852	.....	23,197	23,197	793 13	3.41
121	1	" "	Dec'r 1852	.....	14,664	14,664	711 56	4.85
122	1	N. Castle Manuf'g Co.	Dec'r 1852	.....	23,400	23,400	1,086 92	4.64
123	1	Ross Winans.	Jan'y 1853	.....	12,028	12,028	1,783 17	14.82
124	1	" "	Jan'y 1853	.....	14,853	14,853	889 46	5.98
125	1	" "	Jan'y 1853	.....	14,773	14,773	913 88	6.18
126	2	R. Norris & Son	Jan'y 1853	34,339	.....	34,339	1,269 20	3.69
127	2	" "	Jan'y 1853	112	3,264	3,376	1,915 18	56.43
128	1	Ross Winans.	July, 1853	.....	24,134	24,134	986 02	4.08
129	1	Denmead & Sons.	July, 1853	.....	23,736	23,736	1,743 19	7.34
130	1	Ross Winans.	Feb'y 1853	.....	15,594	15,594	536 08	3.56
131	1	B. & O. R. R. Co.	Feb'y 1853	.....	24,023	24,023	697 32	2.90
132	1	Ross Winans.	March, 1853	.....	19,192	19,192	1,173 56	6.11
133	1	" "	April, 1853	.....	9,850	9,850	889 32	9.02
134	1	" "	April, 1853	.....	7,986	7,986	2,609 48	32.67
135	1	" "	April, 1853	.....	10,281	10,281	1,783 44	17.34
136	1	" "	April, 1853	.....	22,663	22,663	1,034 84	4.56
137	1	" "	April, 1853	.....	21,410	21,410	1,709 06	7.98
138	1	Denmead & Sons.	May, 1853	.....	16,556	16,556	2,892 45	17.47
139	1	N. Castle Manuf'g Co.	May, 1853	.....	24,492	24,492	1,576 58	6.43
140	1	Ross Winans.	May, 1853	.....	12,852	12,852	652 03	5.07
141	1	" "	May, 1853	.....	13,629	13,629	937 22	6.87
142	1	Smith & Perkins.	May, 1853	.....	22,679	22,679	1,587 36	6.99
143	1	Ross Winans.	May, 1853	.....	10,006	10,006	659 92	6.59
144	1	" "	May, 1853	.....	3,324	3,324	2,660 62	80.04
145	1	" "	May, 1853	.....	10,116	10,116	1,584 44	15.66
146	1	" "	May, 1853	.....	23,878	23,878	1,056 85	4.42
147	1	" "	July, 1853	.....	9,044	9,044	823 02	9.10
148	1	" "	July, 1853	.....	9,391	9,391	1,199 80	12.77
149	2	Lawrence Manuf'g Co.	July, 1853	29,374	156	29,530	1,518 55	5.14
150	2	" "	July, 1853	26,452	.....	26,452	2,001 43	7.56
151	2	" "	July, 1853	1,122	27,804	28,926	681 19	2.35
152	2	" "	July, 1853	30,710	2,744	33,454	1,286 75	3.84

F—CONTINUED


No. of En- gine.	Class,	Builders' Names.	When placed on the Road.	Miles run by Pas- senger.	Miles run by Ton- nage.	Total No. Miles run.	Cost of Material and Work- manship.	Average Cost per mile run
153	2	Lawrence Manuf'g Co	July, 1853	199	22,680	22,879	710 68	3.10
154	1	Ross Winans.....	July, 1853	.....	14,380	14,380	895 10	6.22
155	1	" "	July, 1853	.....	5,930	5,930	1,781 00	30.03
156	1	" "	July, 1853	.....	14,331	14,331	806 61	5.62
157	1	" "	July, 1853	.....	9,547	9,547	877 55	9.19
158	1	Smith & Perkins.....	July, 1853	.....	20,789	20,789	2,419 77	11.63
159	1	Denmead & Sons.....	July, 1853	.....	25,440	25,440	2,365 38	9.29
160	1	Ross Winans.....	July, 1853	.....	23,035	23,035	880 30	3.82
161	1	" "	July, 1853	.....	14,400	14,400	680 26	4.72
162	1	" "	July, 1853	.....	10,294	10,294	1,372 76	13.33
163	1	" "	July, 1853	.....	14,851	14,851	763 97	5.14
164	2	N. Castle Manuf'g Co.	July, 1853	13,060	2,398	15,458	855 79	5.53
165	1	Denmead & Sons.....	July, 1853	.....	27,670	27,670	1,680 57	6.07
166	1	" "	Aug. 1853	31	27,808	27,839	1,207 29	4.33
167	1	" "	Sept'r 1853	.....	23,927	23,927	1,386 48	5.79
168	1	Ross Winans.....	Oct'r 1853	.....	.....	.....	2,656 70	.....
169	1	" "	Oct'r 1853	.....	14,306	14,306	616 00	4.30
170	1	" "	Oct'r 1853	.....	13,230	13,230	882 35	6.66
171	1	" "	Oct'r 1853	.....	24,161	24,161	1,100 89	4.55
172	1	" "	Oct'r 1853	.....	2,029	2,029	2,612 82	128.77
173	1	" "	Oct'r 1853	.....	12,204	12,204	2,427 38	19.88
174	1	" "	Oct'r 1853	.....	2,050	2,050	253 18	12.35
175	1	" "	Oct'r 1853	.....	15,051	15,051	649 26	4.31
176	1	" "	Oct'r 1853	.....	24,609	24,609	732 16	2.97
177	1	" "	Oct'r 1853	.....	7,072	7,072	1,429 12	20.20
178	1	" "	Oct'r 1853	.....	16,858	16,858	1,243 64	7.38
179	1	" "	Oct'r 1853	.....	23,318	23,318	1,102 44	4.72
180	1	" "	Oct'r 1853	.....	1,996	1,996	2,605 31	130.52
181	1	" "	Oct'r 1853	.....	15,362	15,362	678 13	4.41
182	1	" "	Oct'r 1853	.....	21,535	21,535	1,319 81	6.12
183	1	" "	Oct'r 1853	.....	5,074	5,074	2,165 04	42.66
184	1	" "	Nov'r 1853	.....	11,086	11,086	1,088 15	9.81
185	1	" "	Nov'r 1853	.....	10,939	10,939	69 03	0.63
186	1	" "	Nov'r 1853	.....	.....	.....	559 74	.....
187	1	" "	Nov'r 1853	.....	11,367	11,367	1,256 42	11.05
188	2	B. & O. R. R. Co....	Nov'r 1858	35,628	78	35,706	1,089 22	3.05
189	1	Ross Winans.....	Dec'r 1853	.....	7,490	7,490	1,560 73	20.83
190	1	" "	Dec'r 1853	.....	10,777	10,777	1,776 61	16.48
191	1	" "	Dec'r 1853	.....	14,226	14,226	935 26	6.57
192	1	" "	Jan'y 1854	.....	8,724	8,724	2,098 74	24.05
193	1	" "	Jan'y 1854	.....	1,765	1,765	2,278 26	129.07
194	1	" "	Jan'y 1854	.....	11,965	11,965	680 73	5.68
195	1	" "	Jan'y 1854	.....	20,951	20,951	890 54	4.25
196	1	" "	Feb'y 1854	.....	15,472	15,472	858 52	5.54
197	1	" "	Feb'y 1854	.....	14,796	14,796	1,484 01	10.02
198	1	B. & O. R. R. Co....	Dec'r 1854	28,840	.....	28,840	1,195 49	4.14
199	1	Denmead & Sons.....	Nov'r 1853	.....	22,732	22,732	2,063 99	9.07
200	2	R. Norris & Son.....	Dec'r 1853	29,023	.....	29,023	1,523 23	5.24
201	2	" "	Jan'y 1854	15,217	3,250	18,467	1,485 84	8.08
202	1	Denmead & Sons.....	Jan'y 1854	17,555	20	17,575	2,315 98	13.17

F—CONCLUDED.

No. of Engine	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger.	Miles run by Tonnage.	Total No. Miles run.	Cost of Material and Workmanship.	Average Cost per Mile run.
203	1	B. & O. R. R. Co.	Jan'y 1854	23,524	10	23,534	1,473 67	6.26
204	1	Denmead & Sons	Mar. 1854	3,556	18,669	24,225	1,220 86	5.03
205	1	"	April, 1854	17,617	5,071	22,688	1,836 04	8.09
206	1	B. & O. R. R. Co.	June, 1854	15,756	1,885	17,641	2,087 64	11.83
207	2	Murray & Hazlehurst	July, 1854	30,107		30,107	1,390 96	4.62
208	2	"	Nov. 1854	23,185	234	23,419	1,215 40	5.18
209	1	Denmead & Sons	Nov. 1854	1,575	23,794	25,369	1,778 14	7.00
210	1	Ross Winans	Feb. 1855		21,944	21,944	949 31	4.32
211	1	"	Feb. 1855		19,482	19,482	974 21	5.00
212	1	"	Feb. 1855		20,139	20,139	676 58	3.35
213	1	"	Feb. 1855		19,149	19,149	1,177 80	6.15
214	1	"	Feb. 1855		18,374	18,374	1,239 09	6.74
215	1	"	Feb. 1855		16,000	16,000	2,154 60	13.46
216	1	"	Feb. 1855		20,494	20,494	711 77	3.47
217	1	"	Feb. 1855		14,762	14,762	1,995 70	13.51
218	1	"	Feb. 1855		18,062	18,062	1,380 48	7.64
219	1	"	Feb. 1855		18,278	18,278	1,069 55	5.85
220	2	Denmead & Sons	Mar. 1855	37,085	105	37,191	1,340 04	3.60
221	2	"	Mar. 1855	35,839	310	36,049	1,343 94	3.72
222	1	"	April, 1855		17,143	17,143	2,525 43	14.73
223	1	"	April, 1855	105	25,399	25,504	1,537 04	6.02
224	1	"	July, 1855		25,206	25,206	1,595 87	6.33
225	1	"	Aug. 1855		24,450	24,450	1,519 91	6.21
226	1	"	Sept. 1855		25,456	25,456	1,958 83	7.69
227	1	"	Dec. 1855		25,588	25,588	1,477 51	5.77
228	1	"	Dec. 1855		18,102	18,102	1,603 91	8.86
229	1	B. & O. R. R. Co.	Sept. 1855		17,567	17,567	1,804 88	10.27
230	1	"	Sept. 1855	160	22,704	22,864	1,492 94	6.52
231	2	William Mason & Co.	Aug. 1855	35,760		35,760	1,283 86	3.59
232	2	"	Aug. 1855	34,990	110	35,100	1,361 85	3.87
233	2	"	Aug. 1855	35,344		35,344	1,078 32	3.05
234	2	"	Aug. 1855	30,488	56	30,544	1,722 84	5.64
235	2	"	Aug. 1855	35,804		35,804	1,201 81	3.35
236	2	"	Aug. 1855	32,540		32,540	1,589 96	4.88
Total				961,153	2,870,142	3,831,295	\$259,760 17	6.77



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